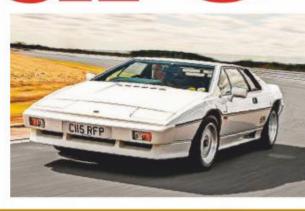






Reader dream **Aston Vantage** drive

Senna's Merc SEC life story





Plus Lotus Boss

Life-affirming drives tipped for growth



PLUS The smooth way to buy the right **Rolls Shadow/Bentley T** / BMW 325i Sport £50k resto / Porsche 924 Turbo to Ford GT40, inside an against-the-odds collection / Braving a Chevy Corvair Monza turbo





Welcome

February 2020 Issue 559

The classic car world has taken a long time to properly appreciate the Lotus Esprit but now is the time to move

he moment I saw Barbara Bach board the white Lotus Esprit in *The Spy Who Loved Me*, I was smitten. When this 12-year-old grew up, he was going to have one just the same, revealed from behind the electric garage doors of a Mid-Century Modern house with the touch of a button, because he was going to be an architect, black roll-neck sweater optional.

Somehow life took a different path and I find myself with a Victorian house and Sixties Jaguar. And its garage door has to be opened manually. Apart from a near miss with a gold S2 that was ruled out by an intrusive aftermarket sunroof, I've never since come close. I thought they'd forever sit waiting for me in that slot owned by perpetually affordable junior supercars.

That held true until the classic car market woke up and finally appreciated the Esprit as one of the most thrilling and distinctive cars to look at and drive. Early models are now enjoying cost-no-object restorations and values have stepped up smartly. In fact, the new light being shone over Esprits is warming up values across the series and it's time for those of you with a taste for these striking slivers of purposeful glassfibre to make your move.

Our research reveals five models that make exciting entry points into the world of Esprit, with prices and character traits to lure a range of buyers. The Bond/architect wannabe in me leans towards the uncompromisingly sharp shape of the early Turbos, cars from an era when the T word was shorthand for exotic, modern and extreme. What a contrast with today,

when turbocharging has been normalised in the quest for passenger car efficiency.

Extremes appeal more, so I always opted to be Colin McRae in the Subaru Impreza Turbo on Playstation WRC. A lap of Goodwood's rally stage as Colin's 'co-driver' in an Impreza is one memory I will treasure for the rest of my days, so it's emotive to feature his 1997 Championship contender in this issue.

Enjoy the issue, and your festive break, nylon rally jacket optional.



Phil Bell, editor



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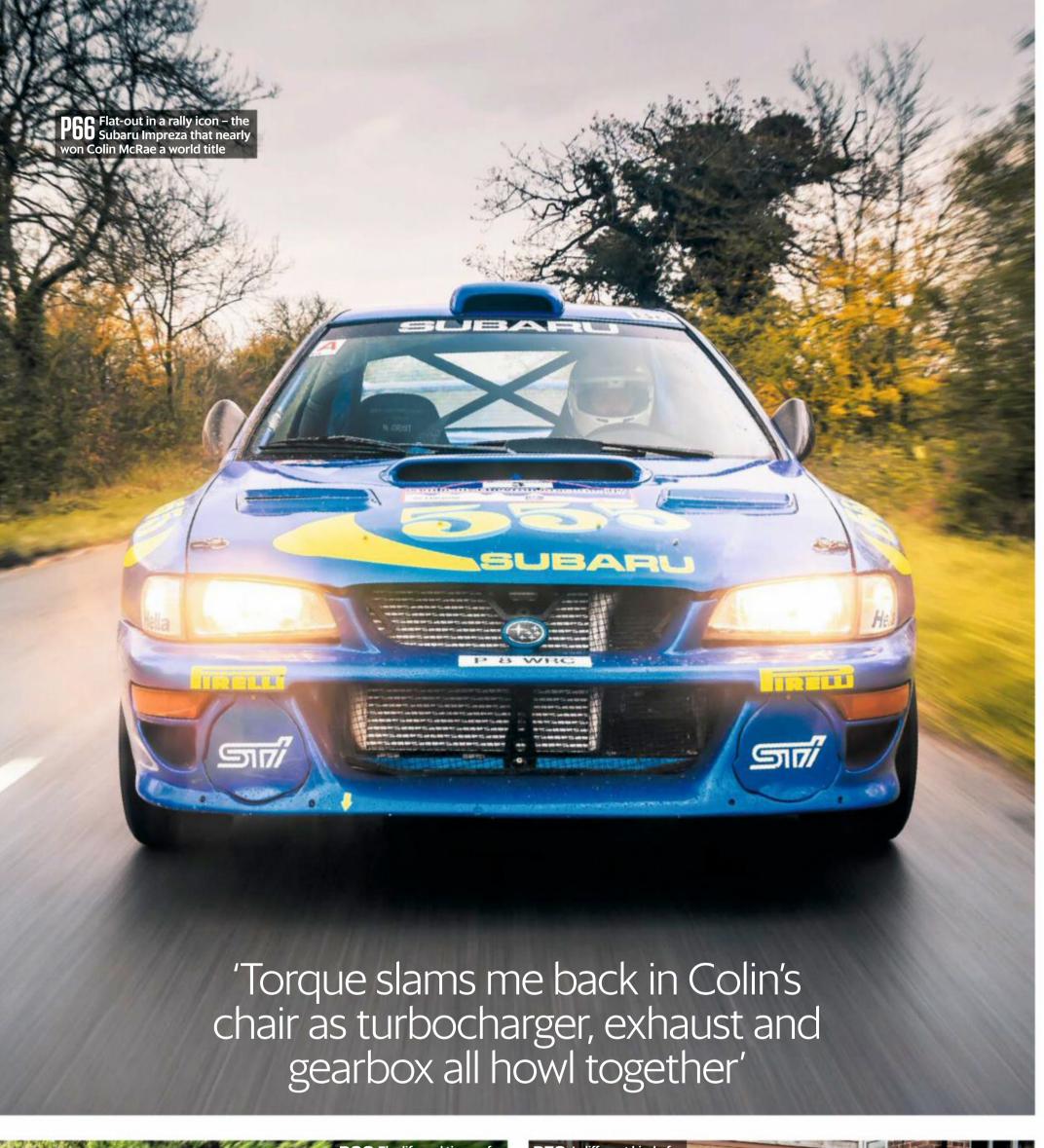
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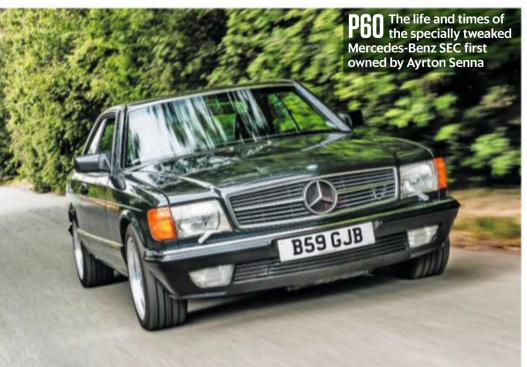
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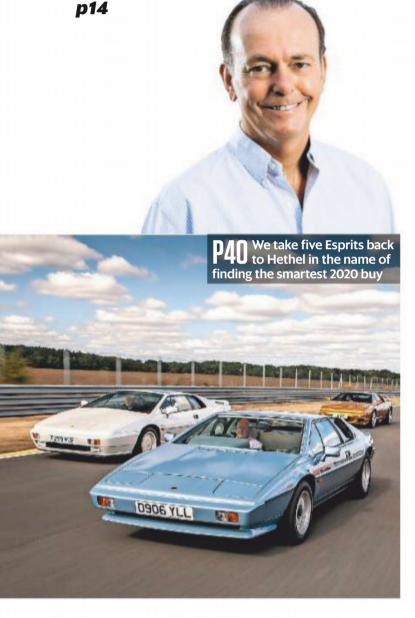






'Now might be the time to bag an E-type Jag'

Ouentin Willson





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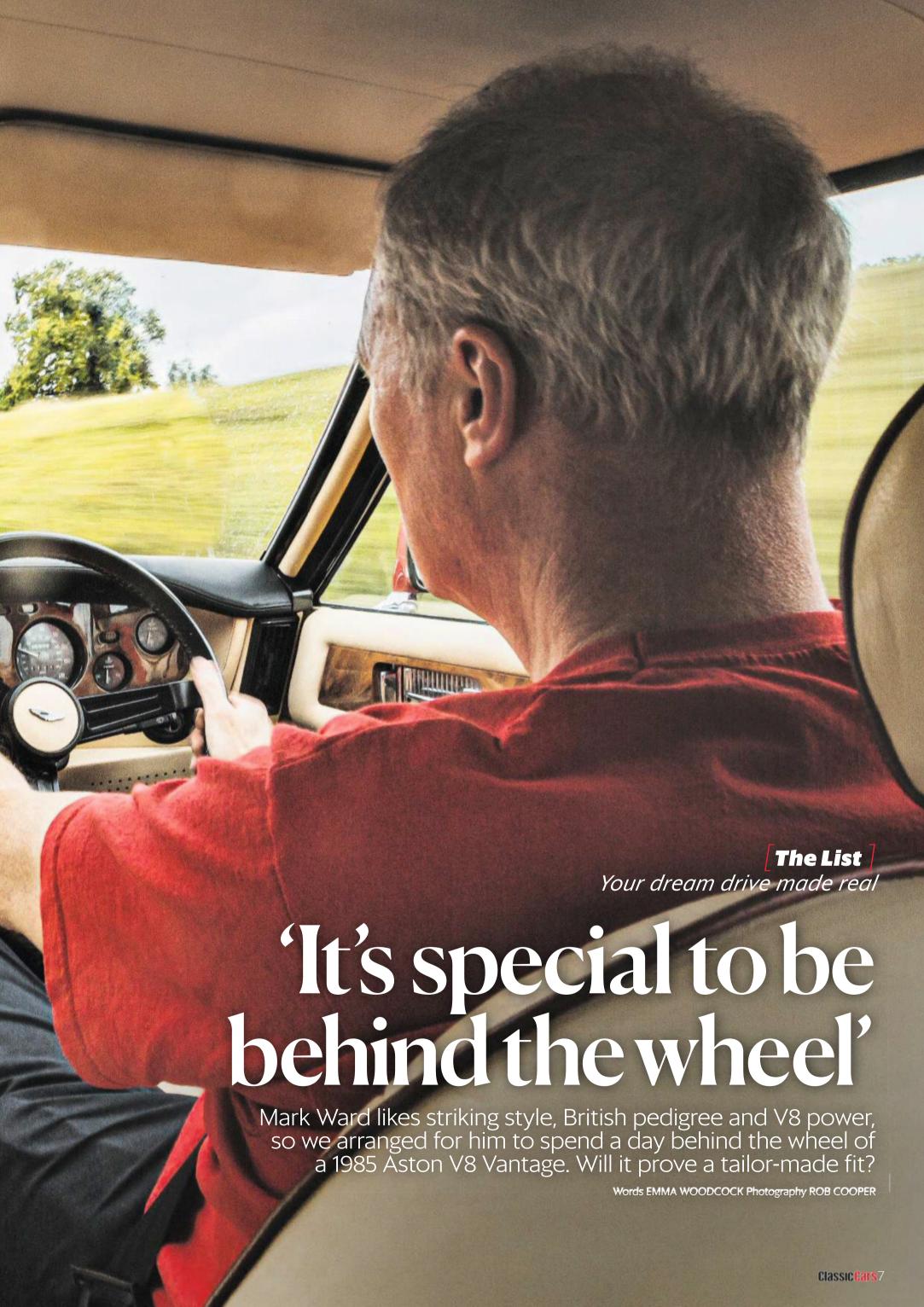
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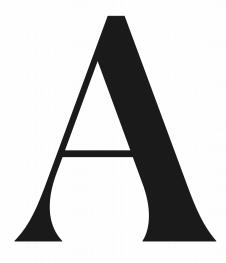
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mystique hangs over the Aston Martin V8 Vantage, even now. Released in 1978 to cries of, 'A true great' and 'Britain's only supercar', the substantial coupé makes a virtue of its extravagance but leaves drivers to guess at its most impressive figures. Newport Pagnell has never officially provided the UK market with horsepower or torque outputs for the mighty 5.3-litre V8. Today, Mark Ward, the current owner of four

British bent-eights, is about to tear away the shroud and discover just how potent a quartet of 48mm Webers feels on the open road.

For Mark, it's a dream come true. 'I was a young man back in the early Eighties and Aston Martin was iconic, but the DB5 and other earlier models just felt like old cars to me then. In comparison, the V8 Vantage just looked a bit brutal and had an air to it. There were a lot of mundane cars around in those days, so seeing a Vantage was something really special!' Walking through the workshops and showrooms of specialist Stratton Motor Company, he can relive that experience time and again. There's a 1987 X-Pack Volante convertible to peruse, while another corner boasts both a hardtop X-Pack and the uncluttered lines of a lesser V8 saloon.

'It's like being a little boy in a sweet shop,' he grins. Yet none of these machines are the focus of Mark's excitement. With the help of firm founder and long-established Aston Martin specialist Roger Bennington, we're picking a path to a small outbuilding and the Storm Red 1985 Vantage within.

A first glance doesn't disappoint. Dressed with the revised front air dam and wider wheelarches that appear on Vantages built from the mid-Eighties onwards, this Series II example pulses under low garage light. Approaching from the rear, Mark is drawn straight to the upturned bootlid. Unlike the Series I Vantage, which uses a stubby, high-rise spoiler that on the very earliest cars is bolted into place, the 1985 car exhibits a smoother but still distinctive upkick. Says Mark, 'The wing is something I've noticed straight away, and I actually prefer it to the earlier version. It's been styled into the car and it just looks the part.'

Snapping a quick shot of the intricate 16in Ronal wheels, Mark muses on the model's width and its importance to the Vantage look. 'The wheels look magnificent - though they'd probably take some cleaning - and used to look so much bigger than any ordinary car. You've got the flared wheelarches too. Put those two together with the blanked-off grille - which really differentiates it from other V8 models - and you've got a car that's not only designed to go fast but one that looks fast too.' Two inches wider than a V8 Oscar India, the Vantage has an imposing physical



MARK'S DREAM DRIVE LIST

Jaguar E-type 'The iconic Brit. It went fast and looks fast. They're worth

all the money people pay today.' **Aston Martin V8 Vantage**

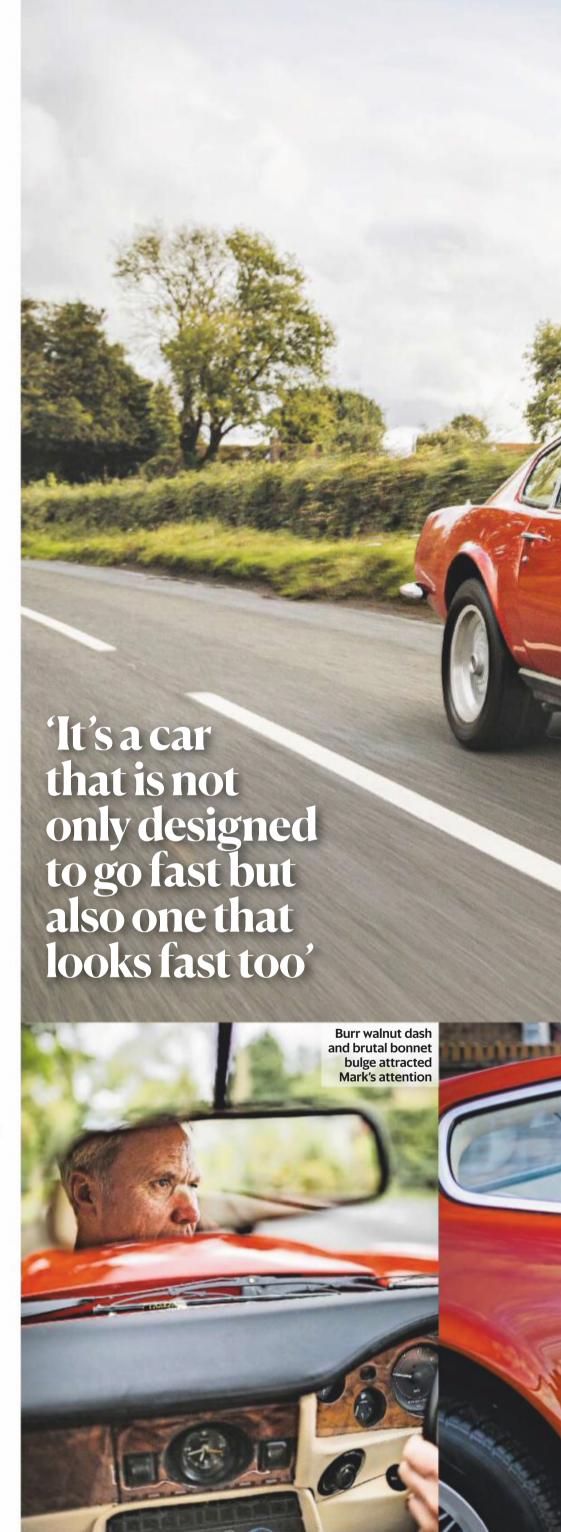
'A British muscle car that has handbuilt heritage to match.'

Lotus Esprit V8 'Finally the car had the engine it deserved! A beautiful piece of engineering.'

TVR Chimaera 'It's the leather, the dash, the fact it's a real sports car. And the thunderous noise.'

Alfa Romeo Montreal 'Alfa playing in the big league with a V8 supercar from the days when they were in F1.'

Triumph 2.5 PI 'Sounds wonderful; and few other production saloon cars had fuel injection back then!' Dino 246 'My teacher's father owned one and used to drive it to school. More recently, a vigorous passenger ride at Loton Park more than lived up to expectations." **Bentley Turbo R** 'The Turbo really relaunched Bentley and I thought about buying one a few years ago.' Aston Martin Lagonda 'I know it's a bit Marmite but the saloon still looks and sounds fantastic.' **Chevrolet Camaro** 'The first car of any real power I travelled in, from Heidelberg to Exeter around 1970.'







presence. 'It's a departure from the DB4, DB5 and DB6 that came before. They were beautiful cars but the Vantage is less... tweedy.'

The time comes for a familiarisation drive with Roger, who sold dozens of Vantages when new and knows the model intimately. He talks Mark through the model's foibles, advising a steady throttle application if the car won't start on the key alone and counselling a double-declutch from first to second when cold, before spearing into the Norfolk countryside for a quick demonstration. 'You can tell he's comfortable in the car,' notes Mark with a chuckle. 'He's sticking his foot down and using the gearbox too!' Roger hands over the key and the Vantage is Mark's for the afternoon.

Combining Connolly hide with blood-red Wilton carpets, the cabin reflects the quality-oriented philosophy of Aston's then-chairman Victor Gauntlett. Black hide coats the dashboard replacing the plastic used in earlier examples - while the seats are piped red to match the exterior and cream leather covers everything from the gearstick gaiter to the headlining. Notes Mark, 'It's a very traditional car and the burr walnut dashboard is beautifully done, though the Smiths gauges are very familiar.

'The Vantage already feels like a supercar you could live with every day. It's very comfortable and useable. You could even get two adults in the back for a short drive. The front seats are quite upright and I like that. You're not lying down like you would in an Italian supercar and the view out is good, which is a surprise.' The

starter churns and churns, seemingly without hope or end, until the motor finally catches with muffled thunder. Mark pulls back the fly-off handbrake, lets the lever fall away and drives off.

Before we even leave the car park, the vista beyond the windscreen grabs our attention. 'You'd think it would be an air scoop,' says Mark, pointing to the bluff-shouldered wedge that rises above the bonnet, 'but it's completely sealed and it's only there to clear the carburettors. It looks a bit brutish and it really suits the car.' The nose – and the noise – soon clear a space in the traffic and the Vantage burbles south along the Pye Road.

'It's a bit intimidating to be driving this car,' Mark comments as, beyond the fast-fogging windscreen, the traffic slows to stationary. 'But it feels very special to be behind the wheel of a classic Aston Martin.' His early anxieties centre around the clutch pedal, a floor-hinged design that sits in a close-set footwell. 'From the moment I first put my foot on the clutch, I've noticed how heavy it is and I'm wondering whether I'll be able to change gear effectively. The pedal is quite close the brake too; I've got size 12 feet, so I'm a little worried that I'll hit both of them at once.'

The narrow, mud-soaked path along Stratton Road does little to allay Mark's worries. Tense and cautious, he's yet to find a rhythm with the car. 'Do you pull to the side and let people past or do you believe there's enough room for us both to come through?' he asks. A jink onto the flowing and better-sighted roads towards



Great Moulton removes that stress. 'It's easy to position the car; there's not too much feel but the steering doesn't feel overassisted at all. The weight is perfect for me.'

Temptation swells with familiarity and thoughts turn to the V8. 'You do have to poke the accelerator to get moving but it's nothing untoward. This car is clearly well looked after - four Webers must be very tricky to keep in line but it will trundle around at 20mph without complaint. It's difficult to keep it there, though - you want to use the capability of that engine!' A longer straight appears; Mark cracks the windows and the rear-view mirror empties.

'Provoke this engine and it sets off at a rapid pace, but the power

in you can put your foot down and it goes.' These uncategorised roads are still too bijou for a grand tourer like the Vantage, so the hunt begins for wider tarmac. 'The Aston feels fast on windy country roads like these,' he agrees. 'I think you'd really need a solid A-road to understand the Vantage.'

Rural Norfolk won't provide that, but fast, well-surfaced turns leading away from nearby Forncett Saint Mary beckon. On the way, Mark focuses on making smooth shifts with the five-speed ZF manual gearbox. 'You have to be very precise, especially from first to second, and the lever has to go straight into the specific gate. It's quite a close-set pattern and you can easily put it in fourth instead of second. More modern gearboxes might be narrow-set but it's a lot easier to find the gears, while older cars like my Stag put the gears a lot further apart than the Vantage.'

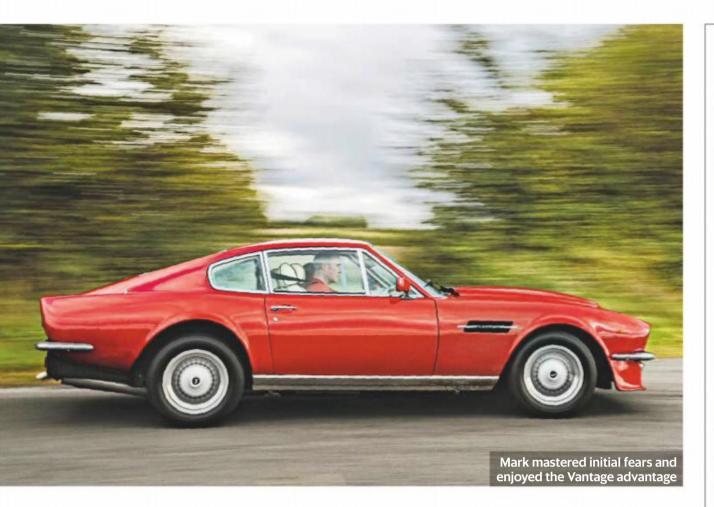
Spacing isn't the only challenge presented by the transmission - it has a dogleg arrangement which puts first left and back. 'I've been driving for 30 years and everything else I've tried has a conventional gear layout,' Mark laughs. 'I'm not always sure which and the noise feel modern and it's not at all like an American gear I'm in, but the Aston has huge torque to compensate. You muscle car. The Vantage feels civilised, yet whichever gear you're could just drive it in third if you wanted.' That might be possible,

but Mark won't be beaten and his shifts gradually get smoother. 'You need to be firm but gentle and you have to guide the shifts; you can't just jam it into a gear. With time, I think it could all be overcome and I could get to be very good at changing gears.'

'I was expecting a more brutish car and one with a lot more peculiarity,' Mark adds. 'The brakes feel very natural; nothing about them surprises.

1985 Aston Martin V8 Vantage

Engine 5340cc V8, dohc, quad Weber 48 carburettors Power and Torque 380bhp @ 5800rpm, 380lb ft @ 4000rpm **Transmission** Five-speed manual with limitedslip differential, rear-wheel drive **Steering** Rack and pinion, power assisted **Suspension** Front: Independent with wishbones, coil springs and anti-roll bar; Rear: de Dion tube with Watt linkage, coil springs and trailing arms Brakes Servo discs front and rear **Weight** 1800kg **Performance** Top speed 165mph, 0-60mph 5.3sec Fuel Consumption 10mpg Cost New £57,000 Asking Price £265,000



You hear that some older supercars need the driver to stand on the pedal, but the Vantage feels relatively modern and capable. The discs are almost as good as the ones on my new Audi A6 company car.' At a cruise, the ride doesn't force the driver to compromise either. 'It's very compliant and a comfortable place to sit. The Vantage absolutely comes across as a grand tourer; you could drive it to the south of France and arrive feeling fairly fresh.'

With shallow crests and lazy sweeps now beneath the Aston's 255-section tyres, the pace rises but the Vantage never loses composure. 'The wheel isn't writhing around and the chassis doesn't tramline over the bumps. While still being able to drive relatively fast, I want a bit of compliance for the public road and the Vantage's handling is exceptional. It's up to the performance of the car and exactly to my taste.' Rolling into turns with fluid inputs, it's clear the steering suits Mark too. 'The response rate is about right and it doesn't change with speed. The weight does, though; the faster you go, the lighter it becomes.' It all builds confidence and Mark is soon making assured, consistent inputs.

'As I get more used to the car and when to change gear, the power available really becomes apparent,' he continues. 'There's a surge and driving up to 4000rpm is enough to show its true worth. There are so many modern sports cars that can offer this performance, but you have to look at the Vantage in the context of its period. It's a beautiful car, a brutish car, a big car and a fast car.'

Falling into tight turns and densely-wooded straights, Swan Lane allows Mark to explore the engine's other great virtue - its ululating, baritone battle cry. 'I've got to put the windows down on a road like this. I like noisy cars - I put a sports exhaust on my Jaguar XK8 and a straight-through pipe on my TR8 - and that's the boy racer in me. The Vantage is subdued when we're cruising, but put your foot down and it makes a wonderful noise which only improves at higher revs.' Cultured yet insistent, the note mixes with the acceleration to get Mark smiling for miles.

The light is failing and the road leads back to Stratton headquarters, the exhaust noise thudding against the walls as we enter the workshop. Mark removes the key and shares his final thoughts. 'This is a beautiful, wonderful car and today has been a great experience. The Vantage is a lot more capable than either of my Triumphs, yet it provides its power in a way that's more old-fashioned than my Jaguar XKR. For me, that makes it the best of both worlds and almost perfect. I'd be proud to own any vehicle like this. The Vantage still has a place in my dream garage.'

[Want a Drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia. co.uk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

NEXT MONTH JAGUAR XJ12C

MARK WARD'S CAR CV

Big-engined Brits and an odd French incursion



TRIUMPH STAC

'This was a beautiful-looking car, it sounded fantastic and was something exotic in 1980. The head gasket went after 18 months, I met my girlfriend (now wife) and sold it in bits.'



CITROËN DYANE

'I bought an Austin 1100 and didn't like it, then saw the Dyane for £160. With some welding and resprayed wheels it took us to France four-up. Why France? Well, the locals may have been able to fix it if it broke!'



TRIUMPH STAG

'I saw my first Stag on the owners' club stand an event in Cheshire and decided I needed to buy another. I bought my current Stag less than four weeks later and we've been all over in it.'



TRIUMPH TRS

'My wife and I owned a TR7 in the Eighties; everyone was doing eight-cylinder conversions, which lit a flame. I went to see this one just before Christmas 2015 and I've since refurbished the interior and rebuilt the suspension. It scraped along the ground when I got it!'



JAGUAR XKR CONVERTIBLE

'I've got an XK8 coupé too, but needed the supercharger to really get the full benefit of the model. It's almost silent and so fast you have to be careful. With 370bhp, it's a genuine supercar.'

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E-types ease downwards in price

Late 4.2 2+2s and American import V12s are looking a lot more affordable right now

ow might be the time to bag an E-type Jag. Values are still softening and there have been lots of no-sales at auction. The whole model range is down and only really exceptional Series I 4.2s or very early 3.8s are still making decent money. Hardest hit are the V12 Coupes, 2+2s and Series IIs.

November saw some low auction results that raised a few eyebrows. Bonhams at Bicester sold a British Racing Green 1970 4.2 2+2 - a US import with right-hand drive conversion, but very smart and usable - for £25,312 and a white '72 V12 coupé (another sharp-looking ex-US car converted to rhd

and ready to drive away) for £23,062. Both low numbers, even for US imports.

H&H sold a blue rhd 1968 4.2 2+2, just out of 25-year ownership and with £26,000 worth of restoration bills, for £39,375 and a '74 lhd **VALUE 2016** V12 roadster with a warranted 33,000 miles from new for £42,750. The Sable body and Moss Green leather £45k may not have been the ideal colour combo, and it had the less desirable automatic 'box, but for a genuine low-mileage V12

price. Anglia fared slightly better with a

Primrose '71 V12 roadster - another ex-USA rhd conversion with 76,000 miles and in very nice nick, which sold for £48,230.

Historics hammered away a well-detailed silver rhd '72 V12 manual coupé, the subject of a two-year restoration with history going back to 1974, for £36,960.

So if you don't mind a 2+2 or an American import V12 coupe, E-type ownership could now be yours for between £25k and £35k - and that's for shiny,

drop-top this is another low benchmark ready-to-use examples that only need a bit of routine fettling. Makes you think...





Scooping up a Mini Cooper is getting much cheaper

ini Coopers are also looking good value now. Gone are the days when any well -restored Cooper with an original bodyshell and matching numbers was 30 grand territory. In November, Anglia drew £15,900 for a blue '68 MkIII with 41,000 miles guaranteed, matching numbers and a nicely executed older restoration.



Brightwells sold two in the same month– a Mkl '67 in white, fully restored for £15,680, and a red '69 Mkll S, another older restoration but looking very bright, for £17,920.

Also in November, Silverstone sold a '67 Mkl, specially built to period rally spec for the tenth Monte Carlo Historic, in which it finished successfully, for £19,583 – considerably less than the build cost.



Time to get your claws into a Sunbeam Tiger

've told you several times to keep watching Sunbeam Tigers carefully. They had a very good year in 2019 with some strong international sales results. In fact if you look at the price curve since 2015, Tigers have steadily increased in value and 2019 represents a high-water mark. The Americans have always loved them and US prices have been historically stronger than here. But that's a fact worth remembering – because out of the 7085 Tigers built, only a small proportion were rhd, so UK-supplied versions are much rarer than US cars.

Prices here are beginning to reflect this now, with Silverstone in November selling a very fine and fully restored (but not standard) '65 for £65,250. In September Brightwells sold the first production rhd – a blue, restored '65 for £57,120, and in May it dispatched a well-restored '66 for £55,500. Good standard-spec, right-hook, homedelivered cars are now firmly between £45k and

£65k and likely to keep on gently rising.

Shame we didn't realise that back in
2015 when Historics sold an early '65
press car in fine original condition
that was featured in period
magazine road tests plus an
appearance in a 1965 Noel Coward
film. That went for a bargain
£35,840. You can double that now.
The odd one still pops up for £35k

online and if it's a genuine UK car, not overly modified and doesn't need much

work, it's worth buying. Look for cars in standard spec and check that the 260 4.2 V8 is numbers-matching because many had 289 or 302 engine transplants in the Seventies. As long as Cobras keep on rising, so will Tigers as the Carroll Shelby effect still has a strong upward pull on values. But don't forget the Tiger's other compelling virtues – that hair-raising V8 soundtrack and the fact that even on a slightly damp road you can get the rear wheels spinning in every single gear.

ASK QUENTIN

Range Rover out of Vogue?

Is now the time to sell the 1994 classic Range Rover Vogue SE that I've owned for 11 years? It has 73k miles, full MoT, a file full of history, no rust, original paint and it's been Waxoyled everywhere. And there's the V8 soundtrack.

NOT SURE
WHETHER NOW'S
THE RIGHT TIME TO
BUY, SELL OR HANG
ON TO THAT CLASSIC?

Email classic.cars@ bauermedia.co.uk with 'Ask Quentin' in the subject line.

David McCabe

There's still a strong appetite for low-mileage, historied Range Rovers. Being a V8 SE with good history and long ownership makes yours special. I'd give it a really deep valet, fix any cosmetic issues, organise the history into an appealing file and expect somewhere between £5k and £6k at auction (Anglia and Silverstone have achieved good prices for RRs this year) and perhaps £7k privately.

Quentin Willson

Ferrari 208 or 308?

I would like to ask your opinion on whether a Ferrari 208 or 308 is the better investment? What are minus and plus points of each model? Francisco Vasconcelos

The 208GTB and GTS were only sold in Italy to get round a 38 per cent purchase tax for cars over 2.0 litres. Ferrari added a turbocharger to boost performance. They may be rare – 437 Turbo GTBs and 250 GTSs were built – but values are unpredictable with low mileage cars making \$50k-\$100k in international auctions in the last two years. Such a volatile price pattern suggests that the market doesn't equate their rarity with desirability.

The 308GTBs and GTSs are better understood, so have a wider market, but prices in all countries have fallen back hard recently. The only 308 I'd recommend as an investment right now is the 1977-78 Vetroresina glassfibre model. These continue to command \$120,000-plus because of their low production number of 702 and a certain mythical status.

Quentin Willson

Future classic Benz?

Do you think the C217 Mercedes S-Class coupé, launched in 2014, could be a future classic with appreciating potential? Will it continue depreciating and when will it flatten?

Peter Ellam

The C217 S-Class coupé is handsome, but too recent and numerous to be truly collectable within the next decade. If you look at Eighties/ Nineties C126 SECs, they've taken years to become desirable, but even now prices haven't kept pace with inflation. Once you factor in the preservation and maintenance costs, they haven't been a great investment.

The S63 and V12 S65 AMGs might be worth keeping but looking after one long-term would soom wipe away any potential value increase.

They'll certainly carry on depreciating, but I'm not sure they'll flatten out. Elderly AMGs tend to lead hard lives with impecunious third and fourth owners,

impecunious third and fourth owners, and a big engine or suspension repair can effectively write off the car. Buy a C217 to enjoy, but not to make money. **Quentin Willson**



Bonhams suffers drop in MPH

Late withdrawals hit second Bicester sale

onhams' venture into the affordable end of the classic market with its MPH brand is still struggling to gain traction. Its second sale at Bicester Heritage, held on November 26, resulted in a sale rate just a whisker over 52%. At the moment most rivals are still topping the 60% or even 70% mark. Also only one car beat its estimate. However, there were some mitigating circumstances at Bicester with 13 cars withdrawn from the sale at late notice, including three fast Fords. Others have struggled in the hangar at Bicester, but it is still early days. There was plenty of tempting steel in the shape of the 94 cars that did go under the hammer, including the pictured Citroën DS20 that for us seemed like the best buy of the day. Both looking very good and with a recent trouble-free 1500-mile European tour under its tyres, it sold for £18,562 against a £20-22k estimate that it appeared to deserve.



Fewer no-reserve offerings than we've been used to of late, which no doubt contributed to the low result – and the higher-than-usual number sold below estimate. The market clearly still has some adjustments to make.



Market indicators As the top end of the market weakens, the right cars lower down can still bust their estimates



▼ 1989 Peugeot 205GTi 1.6 £13,163

Silverstone Auctions, NEC, November 10
This looked like the bargain of the sale to us.
A genuine 27,800-miler backed up by every scrap of paperwork back to the day it was ordered. It was perhaps only let down by being in nondescript, unflattering silver – that's the only explanation I can offer for this otherwise cracking car getting nowhere near its £15,000-£18,000 estimate. The market has slipped for these, but this still looked a very astute buy.



1969 Jensen FF £72,000

Historics, Mercedes-Benz World, November 23 What's not to like about a Jensen in period-perfect Mango? Which makes the result here, for a three-owner car that has only done 2500 miles since being restored ten years ago, quite a surprise. Values for these cars have been flying, in recent years and somewhere nearer the £80k top estimate looked fair. So it seems even rarity and lairy colours aren't enough to escape the weakening high-end of the market.



▲ 1967 Mini Traveller £16,240

Brightwells, Leominster, November 27
Proof that modifying a car doesn't mean you'll wreck its value – if it's the right mods to the right car. This Surf Blue Mini had the common 1275cc running gear upgrade, along with Cooper S disc brakes and alloys, so it both looked gorgeous – thanks to a long restoration by a Mini specialist – and also promised a lively driving experience. In standard form I'd have expected it to beat our top book price of £15k, so this was a good result.

A sudden rush for early BMW M5s

ccasionally the market seems to wake up to a car almost overnight and values suddenly rocket. The official dawning for the BMW E28 M5 came at Brightwells' most recent sale, where two of them were on offer. That in itself made it quite an occasion, because only 187 of these first-series M5s were built in right-hand drive for the UK market and less than half that number survive.

The one pictured was a nice 104,000-miler fresh out of very long-term ownership.

Estimated at £29,000-£35,000, it bettered all of that by selling for £38,080. We previously had them pegged at £30k.

But that was just the 'tiddler'. The other M5 in the sale had done just 95,000 and came with an impeccable and well-documented history of lifelong care. Brightwells tried what looked like a speculative £35k-45k estimate on the back of this. But prospective M5 owners were on it and the car made a whopping £51,520. And we have to accept that as the new high-water mark.



Insight into the market

pioneer of the hybrid genre, the Honda Insight is also the first to crack it as a classic. Only around 200 were sold in the UK, but it seems most remain, probably helped by their aluminium construction. Always striking thanks to sci-fi looks, the Insight

is now becoming a frequent flyer - or at least as frequent as it can be with just 177 on the road - in classifieds and at classic car auctions, and values are starting to rise. Though they had dropped to bargain basement level, some selling for £1500 or less, £3000-£4500 is more like the going rate now, with top examples being advertised at £6000.

With such low numbers of them in play, and climate change high on almost everyone's agenda, we can only see values heading in one direction. With their light weight and superb aerodynamics they perform well too - and still stand out at any show.





1991 BMW 325i Sport £51,188

Silverstone Auctions, NEC, November 9 You'll find this sale referred to in this issue's Epic Resto feature, because the M3-level price paid has to be a new record for a 325i Sport and was way above the £35k top estimate. Then again, the likelihood of finding another 6794-miler in a special-order one-year-only colour has to be slimmer than this immaculate car's panel gaps. An epic price, but more than one BMW nut wanted it in his collection.



1956 Volkswagen Beetle 1200 £16,875

H&H, Buxton, November 27

No-one saw this result coming. This sub-60,000-mile oval-window Beetle in wonderfully original condition with two-familyowned history had endured a long period in storage and needed a proper recommissioning regime. H&H applied an £8k-£10k estimate, fair given that the very best show-going examples make the high-teens. The price paid leaves little wriggle room, but what a cracking car.

PRICE GUIDE MOVERS

On the up

Strong rises for Saabs – quirky yet dependable are the perfect classic virtues

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo 6C 2300 Touring	33-37	1.15m	925,000	775,000	625,000	+4.5%
Alfa Romeo Montreal	70-77	70,000	50,000	30,000	20,000	+3.7%
Audi 60/70/80/90 sal	65-72	7750	5500	2500	1100	+15%
Audi 100 1.8/1.9 sal	68-76	8000	5750	2750	1250	+14%
Audi 100S Coupé	69-76	18,500	12,500	6000	3000	+48%
Austin Allegro 1100-1500	73-82	2350	1400	675	350	+4.4%
Austin Mini Mkl	60-67	13,000	10,000	6250	3750	+4.0%
Austin-Healey 'Frogeye' Sprite	58-61	21,500	15,000	7000	4000	+7.5%
BMW 3.0CS/CSi	71-75	45,000	28,500	18,500	12,500	+7.1%
BMW M5 (E28)	85-88	50,000	35,000	17,500	10,000	+60%
Daimler DB18/Consort	39-53	10,000	7250	3650	1650	+6.9%
Daimler 4.2 Coupé	75-78	24,500	14,500	7250	4500	+8.9%
Fiat 127 Sport 1300	81-83	6250	4000	2000	1000	+8.7%
Fiat 128 3P coupé	75-78	6500	4500	2000	1000	+8.3%
Fiat X1/9	77-89	6750	4750	2400	1200	+7.9%
Fiat Panda 4x4	84-92	6250	4250	1900	1000	+4.2%
Ford Zodiac MkIII	62-66	14,000	9250	3850	1800	+3.7%
Ford Cortina MkI	62-66	9500	6500	3000	1250	+19%
Ford Cortina MkII	66-70	8000	5000	2250	1100	+6.7%
Ford Cortina MkII GT	66-70	11,500	8500	4000	1750	+9.5%
Ford Cortina MkIII	70-76	9500	6250	2500	1200	+12%
Ford Escort XR3/XR3i	81-86	7000	5000	2400	1000	+17%
Ford Escort XR3i cabrio	84-90	6000	4000	1750	850	+9.1%
Ford Escort RS Turbo S1	84-85	25,000	17,500	8500	4000	+25%
Ford Sierra RS Cosworth	85-87	35,000	25,000	15,000	9000	+9.4%
Hillman Imp Californian	67-70	6250	4500	2200	1000	+4.2%
Jaguar XJ6 Coupé	75-78	24,000	14,000	7000	4500	+9.1%
Lanchester Ten (LD10)	46-51	6500	4000	2400	1200	+18%
Lanchester Fourteen	51-54	6750	5000	3000	1500	+3.8%
Lotus Cortina MkI	64-66	52,000	42,000	28,500	21,000	+4.0%
Lotus Excel	82-87	9000	6000	2750	1250	+5.9%
Maserati Ghibli II	94-97	17,500	11,500	6000	3000	+25%
Mercedes-Benz 280SL-SL320	89-01	11,500	7000	3600	2000	+7.0%
MGA Coupé	56-62	26,000	17,500	10,000	6250	+4.0%
MG Midget 1500	74-79	5650	3750	1500	500	+2.7%
Porsche 356A/B Carrera	55-62	375,000	300,000	240,000	175,000	+7.1%
Renault R4	62-80	5250	3750	1750	900	+5.0%
Renault R8/10	62-71	4250	2750	1400	700	+6.3%
Rolls-Royce Phantom limo	60-77	120,000	75,000	42,000	25,000	+9.1%
Saab 99	68-84	5500	3750	1850	900	+10%
Saab 900 Turbo	79-93	9000	6250	2750	1350	+12%
Saab 900 Convertible	86-93	8250	5500	2500	1250	+32%
Singer Chamois coupé	65-70	6500	4750	2400	1100	+4.8%
Sunbeam Tiger I	64-66	60,000	40,000	25,000	17,000	+9.1%
Sunbeam Stiletto	67-72	7500	6500	2650	1250	+3.4%
Triumph GT6 MkIII	70-74	16,000	10,000	4750	2250	+6.7%
TVR Griffith 200/400	63-65	75,000	57,500	45,000	35,000	+11%

On the slide

After years of one-way traffic on Ford prices, some older ones are settling back down

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Aston Martin DB5	63-65	750,000	600,000	425,000	300,000	-6.3%
Aston Martin V8 Vantage Volante	86-89	290,000	225,000	165,000	100,000	-5.3%
Aston Martin DB7 Vantage Volante	99-03	34,000	27,500	21,000	15,000	-2.9%
Austin 7 65/Nippy	33-37	27,500	20,000	14,500	10,000	-5.1%
Austin Mini Moke	64-85	19,500	14,500	8000	4500	-2.8%
Bentley R-type Continental	52-55	950,000	775,000	575,000	450,000	-3.5%
BMW M535i (E12)	80-81	24,000	18,500	11,000	5000	-7.7%
BMW M5 (E39)	98-04	19,000	13,000	8500	6000	-5.0%
BMW Z3 4-cyl	96-01	3400	2500	1300	590	-2.9%
Ferrari Mondial cabrio	84-94	36,000	28,000	18,500	12,000	-2.7%
Fiat 124 Spider 1.8/2.0	75-81	16,500	11,500	6000	2500	-2.9%
Fiat Pininfarina Spider	82-85	17,000	12,000	6750	2750	-2.9%
Ford Anglia/Popular 103E	46-59	7000	4900	2400	1250	-2.3%
Ford Anglia 100E/Popular	53-62	5250	3500	1600	800	-4.5%
Ford Zephyr Zodiac Mkl	53-56	16,000	10,000	5000	2500	-3.0%
Ford Zephyr Mkl con	52-56	23,500	18,750	12,000	6750	-6.0%
Ford Zodiac MkIV/Exec.	66-72	9500	6750	3250	1400	-2.6%
Ford Escort RS1600	70-75	60,000	47,500	32,500	25,000	-3.2%
Ford Capri 2.8i	81-87	15,750	10,000	5000	2400	-2.7%
Jaguar E-type 4.2 S1 rdstr	64-67	160,000	125,000	85,000	57,500	-5.9%
Jensen Interceptor con	74-76	72,500	52,500	30,000	16,000	-3.3%
Panther J72	72-81	40,000	32,500	22,500	16,000	-27%
Porsche Carrera 2	63-65	460,000	375,000	315,000	275,000	-5.2%
TVR Cerbera 4.5	97-03	25,000	21,000	18,000	15,000	-3.8%
TVR T350	02-06	30,000	25,000	21,000	15,000	-6.3%

Russ Smith's market news



Do ya think we're sexy?

Artcurial sale's nine Lambos include ex-Rod Stewart Countach

rench action house Artcurial always manages to pull something unrepeatable out of the hat for its annual showcase sale at the Rétromobile show in Paris, and for 2020 it's offering the Ford Mustang GT owned and raced by French pop legend Johnny Hallyday, plus a superb collection of nine Lamborghinis.

Centrepiece of the latter collective is one of two Countaches – a 1977

LP400 'Periscopica' that was once owned by serial Lamborghini buyer Rod Stewart. Like all the cars in the collection it is in immaculate order and the auction house has tagged it with a fairly broad estimate of £680,000-£1m. The other is a later 5000S at a slightly more affordable £255,000-£340,000.

If you prefer your Lamborghinis with a bit of racing provenance, there's also a 2001 Diablo that was first owned by French Formula One and Le Mans racer Olivier Panis. That one is rated at £195k-£240k, with a matching but less star-studded lowmileage Diablo VT Roadster ranked slightly lower at £170-£220k.

If that's all a bit rich for you, there is also the almost obligatory addition to any Lamborghini or Porsche collection of one of the marque's tractors. Polished up to match the standard of the rest of the Lambos, expectation for this one is £17k-£34k. For more details see artcurial.com

IN THE TRADE



LE MANS TRIUMPH

A legendary Triumph has just come onto the market - the TRS that finished 11th overall at the 1961 Le Mans 24 Hours, driven by Les Leston and Rob Slotemaker. Aided by similarly good finishes from the other two works cars, Triumph scooped the team prize. The TRS was the forerunner of the TR4, launched the same year. Recently restored and returned to its Le Mans livery, 927 HP is still running its 'Sabrina' twincam engine - one of only two still running. The asking price is £295,000. See pendine.com



NO DESERT STORM

The three auctions held alongside Riyadh Car Show week in Saudi Arabia in November were always going to be difficult, with various tax complications and the need to obtain a Certificate of Conformity for anything exported to Europe. RM did best at the Grand Prix in nearby Abu Dhabi, selling around half the cars offered. Silverstone Auctions managed more like 25%, with around £12.3m in sales. But US auction house Worldwide sold just four of the 120 cars offered in its sale.

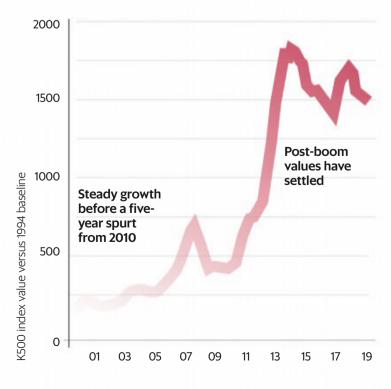
WHAT THE K500 MARKET INDEX SAYS ABOUT THE ...

Ferrari 250GT Pininfarina **Cabriolet S2**



K500's Simon Kidston says, 'With its closely related PF Coupé cousin, this was the first

genuine production car from Maranello. Sold new to the very well-off, rather than Ferrari's usual roster of super-rich, today it finds a similar market amongst mere multi-millionaires. Playboy Porfirio Rubirosa died at the wheel of his in 1965, after an allnight drinking session. Following the rise in values from 2010-15, the S2 'PF Cab', aided by the magic '250GT' prefix, has settled into a life of solid dependability, something Rubirosa was never going to do.



There's a tempting Ford on offer at Anglia Car Auctions' January 25 sale. Few Capris got the full-on dealer-fit X-Pack options in period, largely because of their high cost, which more than doubled the £6100 list price of this 1981 3.0 Ghia to £12,720. As well as the blister arches, it received a range of mild power, limited-slip differential and suspension tweaks. With the same owner for the last 26 years, it has just 60,000 miles and has never been restored. The estimate is £18k-£24k.



After the end of WWII, various car makers, British and American, examined the Beetle and declared it to be of no commercial value. However, a British officer, Major Ivan Hirst, saw a Beetle prototype and set about getting limited production going in order to supply transport for the occupying allied armies. From that acorn grew Volkswagen; a name that literally means 'The People's Car'.

Although Volkswagen's legendary advertising campaign for the US market highlighted the fact that the Beetle did not change year-on-year, making it easier to source parts, it has developed over the decades. The first obvious visual change was in 1953 when the vision-limiting 'split' rear-window was replaced by a one-piece oval design, until being superseded in 1957 by an even larger rear-window.

Got the Bug?



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THE VOLKSWAGEN BEETLE ENTERED THE RECORD books as the bestselling single-model car of all time on February 17th 1972 when production reached 15,007,034 units, eclipsing the Ford Model T. When production finally ceased on July 30th 2003, Volkswagen had produced a record total of 21,529,464.

Every Vanguards model is presented in a plastic display case and comes complete with an individually numbered limited edition certificate of authenticity.



Cut to the chase

One of the greatest movie star cars is for sale for the first time since 1974

o we really need to point out that this is the very Mustang GT that starred in the 1968 movie *Bullitt*? One of two cars used for filming, this was the 'hero car' - the better one that appears in most of the footage. And it is largely unrestored and even still wears the bracketry that was welded to the sills to mount cameras.

that was welded to the sills to mount cameras.

For the last 45 years it has been with the same family, who recently lent it to Ford for promotional work, but it finally comes to market at Mecum Auctions' January 2020 sale in Florida. We asked Kieron Maughan from the *rockstarcars.co.uk* website for his take on the car's fame and potential value.

'The story of the Steve McQueen Bullitt Mustang is one of the best lost and founds in history, almost worthy of a film in its own right. Probably the most iconic film car ever for guys of a certain age, *Bullitt* had everything in its 113-minute runtime - the presence of the King of Cool himself, Jaqueline Bisset in a Porsche 356, and for ten minutes one of the best car chases in history.

'Following the film and Warner Brothers' sale of the car, its next owner was a detective, also called Frank, like Bullitt. It was then sold to a family, the Kiernans, who used it as a daily driver. The wife, a teacher, used to burble to school in it. The idea that such an amazing piece of history was being used daily amazes me, and the



and to every *Bullitt* fan on the planet.

'This is one of the most iconic cars ever, probably more recognisable than John Lennon's psychedelic Rolls-Royce, Chitty Chitty Bang Bang and Kowalski's Challenger combined, and probably as well known as Bond's DB5. Unless market uncertainty upsets it - which I doubt - this is set to become the world's most expensive Mustang, which means it should top the \$2.2m paid for a GT500 Super Snake earlier this year. Will it be the first \$3m 'Stang?'

For further information see *bullitt.mecum.com*

The Kiernan family went public with their Hollywood heirloom a few years ago, sending collectors from several churches wild at the prospect of it coming to market

Russ Smith's tempting buys





1966 DKW F11

For sale at Anglia Car Auctions, King's Lynn, Jan 25, angliacarauctions.co.uk
Why buy it? A remarkable find that has covered just 713 miles and remained in the same family until early this year, used only by the first owner to collect his pension. Needs recommissioning and surface rust blights the paintwork in places, but a great starting point for a show car. Estimate £4000-£6000



1957 Chevrolet Bel Air Convertible

For sale at RM Sotheby's, Arizona, USA, January 16, rmsothebys.com Why buy it? One of the icons of chrome-plated rock 'n' roll diner Fifties America, the Bel Air droptop is also the king of '57 Chevys. This superb example has the sought-after 245bhp version of the 283ci (4.7-litre) V8 with factory 'dual-quads', which translates to twin four-barrel carbs. Awesome. Estimate No reserve



1970 Ford Cortina 1600E

For sale at SWVA, Dorset, January 31, *swva.co.uk* **Why buy it?** Restored at much cost just two years ago, this 1600E still looks very sharp, though it is odd to see one without the almost obligatory vinyl roof that was such a mark of the executive in 1970. Just don't expect to get hold it for the temptingly low estimate quoted. Although if you did... **Estimate** £5000-£6000

UPCOMING SALES

JANUARY

Thu-Sun 2-12, Florida, USA. Mecum, Osceola Heritage Park, Kissimmee. *mecum.com* **Sat-Sun 11-19,** Arizona, USA. Barrett-Jackson, WestWorld of Scottsdale. *barrett-jackson.com*

Thu-Sun 16-19, Arizona, USA. Russo and Steele, N. Pima Rd, Scottsdale. *russoandsteele.com*

Thu 16, Arizona, USA. Bonhams, West Kierland Resort & Spa, Scottsdale. bonhams.com/cars

Thu-Fri 16-17, Arizona, USA. RM Auctions, Arizona Biltmore, Phoenix. rmsothebys.com
Fri-Sat 17-18, Arizona, USA. Gooding & Company, Scottsdale Fashion Square. goodingco.com
Sat 25, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk
Fri 31, Dorset. South West Vehicle Auctions, Parkstone. Poole. swva.co.uk

FEBRUARY

Wed 5, France. RM Auctions, Place Vauban, Paris. *rmsothebys.com*

Thu 6, France. Bonhams, Les Grande Marques, Grand Palais, Paris. bonhams.com/cars

Fri 7, France. Artcurial, Rétromobile, Porte de Versailles, Paris. *artcurial.com*

Sat 8, North Yorkshire. Mathewsons, Thornton-Le-Dale, Pickering. *mathewsons.co.uk*

Sun 9, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. *charterhouse-auction.com*

Sat 22, Warks. Silverstone Auctions' Race Retro Sale, National Agricultural Centre, Stoneleigh. *silverstoneguctions.com*

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1981 FORD CAPRI 3.0 GHIA X-PACK

GUIDE PRICE: £18,000 - 24,000



1989 JAGUAR XJ-S 5.3 VI2 CONVERTIBLE AUTO

GUIDE PRICE: £16,000 - 20,000



1965 AUSTIN HEALEY 3000 MK III BJ8

GUIDE PRICE: £35,000 - 40,000



1967 AMPHICAR CV 770

GUIDE PRICE: £45,000 - 55,000





Full house of competition classics

History and innovation unites a diverse mix of cars at the NEC Classic Motor Show

theme based on the classic game Top Trumps prompted clubs and collectors to wheel out ever-more significant cars for this year's NEC Classic Motor Show. Race and rally cars and the earliest examples of classic model lines formed a common thread. The show also celebrated 35 years of itself, resulting in an abundance of 1984-launched cars including MG Metro 6R4s.

Triumph TR2 prototype

Recently rediscovered, this car is about to serve its original educational role all over again. Explains owner and Triumph specialist Neil Fender, 'It was originally bought by David O'Clarey and used for factory development work to train apprentices, as well as for O'Clarey to race and rally.

'Starting in 1956 with the Coventry and Warwickshire Motor Club, O'Clarey raced it at Mallory Park and Silverstone, before turning to hill climbs and rallies all over Europe, culminating in the 1960 Monte Carlo Rally.

'I bought it from Gary Bates of TRGB, who had it as a barn find but had done nothing with it. It was riddled with filler, and the bodywork has taken 18 months to get to this stage. We're keeping as much original metal as possible with new door bottoms rather than totally new doors, for example.

'The things that came with the car are incredible. I have O'Clarey's duffel coat which he wore when rallying it, the flight suit he used for night rallies, all his trophies, and trunks full of paperwork, right down to his breakfast tokens! It also has several unique features, including phosphor-backed dials that glow in the dark, and a glassfibre hardtop.

'We're going to have it serve its apprenticetraining purpose again. Cambridge & Counties Bank is providing bursaries to students learning classic vehicle restoration skills; they'll work on this car, recreating the learning process, and ultimately leading to the Monte Carlo Historique in 2021.'

Audi R8 LMP1

It's the first time this multiple endurance-racewinning Le Mans Prototype has gone on show in the UK, on the stand of motor sport holiday organiser Travel Destinations, whose Thomas









Brimblecombe explained, 'It's come direct from Audi's collection in Ingolstadt – incredibly for something that seems so modern, it's nearly 18 years old and eligible for the new LMP class at the Le Mans Classic next year.

'It debuted at Le Mans in 2002, finishing third in an Audi 1-2-3 with Marco Werner, Michael Krumm and Philipp Peter, before being bought by Audi UK, which ran it as an independent team. Under Audi UK's ownership it finished sixth at Sebring, but ran out of petrol at Le Mans.

'Its most successful year was 2004, when it won at Sebring, the Nürburgring and Silverstone, came second at Monza and fifth at Le Mans, with Allan McNish, Frank Biela and Pierra Kaffer. For 2005 Audi UK then loaned it to Oreca in France, which won the Silverstone Six Hours with it, finished second in Istanbul and at the Nürburgring, and

fourth at Le Mans. It's incredible to think that this same R8 could remain so competitive for four years in such a fast-changing sport.'

Bugatti Type 57S Le Mans

'This is the first time this car's been seen in the UK – it hasn't even been to Prescott yet,' said Charles Trevelyan of the Bugatti Owner's Club's stand centrepiece. The 57S Le Mans had just been restored by Bugatti specialist Ivan Dutton at the behest of its owner, a private American collector.

'It's unique, built specifically as a customer racing car to contest the Le Mans 24 Hours in 1937,' added Trevelyan. Its unusual use of six separate tailpipes at the rear leading from the 3.3-litre straight-eight caused confusion amongst the press at the time. Unfortunately, the Type 57S's French owner, Raymond de Saugé Destrez and his Spanish



co-driver, Genaro Léoz Abad, retired the 57S after ten hours and 99 laps at the 1937 Le Mans.

KAT Rover SD1

It's the first time this exotically modified Rover has been seen in public since it was new. Said owner Anthony Kearsley, 'Simon Saunders of KAT Design built it originally – he's helping me with the restoration. It's got the wrong wheels on it at the moment, but it's the only full-specification KAT Rover, complete with a 300bhp V8 and an interior fully reworked and trimmed by Tickford in the style of an Aston Martin Lagonda.

'There was a bit of difficulty at the time because Saunders left Tickford and formed KAT during the project – it was part of the programme that resulted in the Tickford Metro.

'It was in GTS magazine in 1984, described as a full package of upgrades, but was phenomenally expensive. No-one else went for the full hit of engine tuning, bodywork modifications and Aston Martin leather interior. The original owner passed it on to the Coventry Transport Museum, which kept it in its reserve collection for years. I picked it up at auction recently for just £1200 – it seems that I was the only person who knew it was more than just a tired old SD1 with a bodykit!'

Events

Continued NEC Classic Motor Show

Aston Martin DB1

'It's the first time this car has been shown, an example of the first of the DB line,' said the Aston Martin Owners' Club's Fay Langton of the Aston Martin Two Litre Sports Special given pride of place on the club's stand. 'Only 12 were built initially, just after David Brown had taken control of Aston Martin, to point to the future direction the firm was going to take.

'By 1950, all these Sports Specials had been sold, and plans were being devised for the DB2, with the Lagonda engine, when the then-president of the RAC [John Cavendish, Lord Chesham] requested Aston Martin build him an example of the earlier car. David Brown agreed, so long as a further two could be made for it to make economic sense.'

Sure enough, Cavendish found another two potential buyers among the RAC's membership, and a further three examples of the car were built.

'This was his very car – Chassis 13,' said Langton. 'We don't know whether Aston Martin had started referring to it as the DB1 by that point, because it only picked up that name retrospectively, but it would've been tooling up for the DB2 at the time.

'You can see the earliest origins of Aston's familiar grille in the DB1 – the three-piece style was carried over into the first DB2s in 1950.'

Middlebridge-Reynard 89D

This striking Cadbury's-liveried Formula 3000 car, which proved to be a stepping-stone into Formula One and Group C for driver Mark Blundell, has just been restored and was on show in Birmingham for the first time in nearly 30 years.

Said Mick Gaughran of the Middlebridge Owners' Club, 'Blundell raced this Middlebridge-run Reynard in the 1989 season, including the infamous Birmingham Superprix when he finished fifth. The car will be raced in the BOSS (Big Open Single Seater) series next year.

'Middlebridge Racing, Middlebridge Engineering and Middlebridge Scimitar were three companies operating under one banner in the late Eighties. The Engineering was the original side of the company, with its roots in classic Aston Martin and Bentley restoration and race preparation, but owners Koji Nakachui and Dennis Nursey had an idea to dramatically expand the company. First they bought the defunct Reliant Scimitar rights in order to build a bunch of cars ahead of a plan to produce an aluminium-bodied Ferrari-style thing with Japanese running gear.

'They needed these high-performance cars to boost the image of Middlebridge Racing, which bought Brabham and operated in Formula One as well as F3000. The racing cars took precedence



over everything, but the road cars were intended to make money. It couldn't last, sadly.'

MG Maestro EFi

This rally-prepared MG Maestro has recently emerged from the garage of Mike Beales, who navigated Tony Dron (*Classic Cars* editor at the time) in the car on the 1988 Lombard RAC Rally.

Said Beales, 'I used to work as technical advisor at the MG Owners' Club, and it was actually my company car! It had only done 1000 miles before we did the 1986 Maestro Rally Challenge Championship in it – we saved money by running it in Group N rather than Group A specification,

keeping the interior around the roll cage so that I could still use it as a daily-driver.

'Tony was committed to racing with Porsche at the time, so we missed half the events, but made more of an effort in 1987, doing well on the Cork 20 Rally, but it wasn't particularly competitive so we decided not to bother with the championship for 1988. However, we fancied a crack at the Lombard.

'I wasn't fit enough to keep my pace notes up with Tony's driving, and on day two, in the snow and ice in Kielder Forest, we slid into a ditch. The car was actually undamaged, but was stuck in such a way that the stage would have to be closed to get it out. By the time the stage ended, we were out of time and that was it, but at the time we had been running fourth in class, up against Volkswagen Golf GTIs and Vauxhall Astra GTEs.

'It's been hidden in my shed ever since!'

Toyota Celica GT BSCC

The Classic Motor Show was a post-restoration show debut for this Toyota, one of the first









examples of a special-edition tie-in with the UK's premier tin-top racing series.

First registered in February 1975, it was one of 300 imported in GT specification with five-speed gearbox and limited-slip differential, to support Win Percy's campaign in that year's British Saloon Car Championship – half the run finished in bronze, the other half in white in a nod to Toyota's race livery at the time.

Percy finished second overall and first in class in both 1975 and 1976, before selling his racing Celica to Martin Brundle who started his racing career in it. This road car failed its MoT test in 2000, and its owner – a Mrs Turner from Lancing – gave it to a friend who intended to use it as a donor for a kit car. Current owner Malcolm Graham-Jones rescued it before it could be broken for parts, and collected replacement panels while dry-storing it over 17 years to halt any further spread of rust. His restoration was completed in 2018.

It's one of just 13 survivors of the 300 imported, and one of just six currently roadworthy.



BATS hang out in London Bertone's legendary concept cars pay a flying visit to Phillips in Berkeley Square

ertone's groundbreaking Alfa Romeobased BAT (Berlinetta Aerodynamica Technica) concept cars of the Fifties paid their first visit to the UK since 1994 in a special gallery display curated by Phillips at its Berkeley Square HQ on November 20-23.

<u> Alfa Romeo BAT 5, 7 & 9</u>

'The designer of these cars, Franco Scaglione, was young at the time, unrestrained by prior experience, and was given a brief by Nuccio Bertone to explore the limits of car design,' says researcher Alex Easthope, who helped curate the exhibition. 'In the Fifties, especially in America, aeroplane-style elements like fins and wheel spats were making their way into consumer design – not just cars, but everything from fridges to couches.

'So there was a prevailing interest in aircraft as a theme. But Scaglione's training as a designer had been in the aeronautical sector, and he'd never even been to the US at the time, so the first of these cars, BAT 5 [rear], is essentially a blend of classically minimal European elegance and genuine aircraftderived aerodynamic thinking. The inwardcurving rear fins with their ventilation slots create an effect similar to modern spoilers.

'Nuccio Bertone drove BAT 5 to the 1953 Turin Show, but BAT 7 [centre], the 1954 Turin car, was much more challenging to build, and was still being finished in the back of the lorry en route to the exhibition centre. The real tragedy of these cars is a near-total lack of documentation, brought about because

there was no clay-modelling stage. Scaglione's coachbuilders went straight from paper into metal, solving problems by trial-and-error as they went along. But they were very much Nuccio Bertone's idea, created in a hurry to show what Bertone could do. BAT 7 actually has a drag coefficient of 0.19 – lower than any modern production car, even a Tesla. But the rear aerodynamics would just make it too impractical to drive on the road because there's almost no rear three-quarter visibility.

'BAT 9, the last car, was done to deliberately realise the BAT series as something closer to a production car, although the Giulietta SS prototype - currently in Corrado Lopresto's collection, the car that won at Villa d'Este last year - is the true bridge between BAT 9 and the real world. In reality BAT 9 would have been impossible to build in series - the window glass doesn't properly fit the curve of the frames, for example. Nuccio Bertone and Franco Scaglione also reasoned that the car's broad dimensions and split rear windscreen wouldn't have been acceptable on a road car, but not long afterwards the Chevrolet Corvette Sting Ray borrowed them both.'

The firm that supplied the 1900 chassis had free rein to experiment too. 'As part of the Italian state-run Finmeccanica at the time, Alfa Romeo was awash with government money and limitless resources, and such a gesture was seen as supporting the Italian coachbuilding and car industries,' says Andrew Banks of Alfaholics.

'Such cars were almost a public service in Italy in the Fifties.'

Andrew Cowan, 1936-2019



Andrew Cowan, the rally driver who excelled in long-distance events before founding Ralliart, has died aged 82.

An active member of the Berwick & District Motor Club along with childhood friend Jim Clark, Cowan began rallying in his Sunbeam Rapier, gaining the attention of the Rootes Group after winning the 1962 Scottish Rally. He was signed as a works driver, and won the 1968 London-Sydney Marathon. With the advent of the World Rally Championship, he signed with Mitsubishi and excelled on the toughest African rallies, including the Paris-Dakar. His record of five consecutive wins on the Southern Cross Rally in Australia was never beaten.

While still driving competitively, Mitsubishi tasked Cowan with establishing a Europeanbased rally team. He founded Ralliart, which helped develop the Lancer 'Evo' series and took Tommi Mäkinen to four WRC titles.

Barn Finds



Six decades away - then home

Bentley brace and Rolls 20hp return home after 60 years hidden away in rural Ohio

of barn find no longer exists
- a vintage Bentley, a vintage
Rolls-Royce and a post-vintage
Derby Bentley squirrelled away
in a rural building since 1960.
Parker Snyder, a resident of
a tiny community in Ohio called Bursville,
acquired all three between 1957 and 1960.
He didn't use any of them for long before
they were stored indoors. The 1926 RollsRoyce open tourer seems never to have
been fully removed from the shipping crate
in which it was exported from the UK.

any of us assumed this kind

Unfortunately, we can't ask Mr Snyder why he never put the car on the road, or

why the others - still in fundamentally sound condition, considering the time elapsed - were taken off the road, because he died in 1994. A British collector then became aware of the cars and tried to buy them from the family, finally succeeding after 25 years of gentle persistence. They returned to the UK this year.

'The 1934 Bentley 3½-litre Vanden Plas tourer was used by Mr Snyder's wife as a summer car,' says Guy Newton of Bonhams, who auctioned the cars at their RAF Museum Hendon sale. 'There are photos of it being used to take the kids to school. It's still in surprisingly good condition - the doors shut beautifully.'

The 1926 Bentley Red Label tourer was Mr Snyder's summer transport from his importing of it in 1957, until 1960 when internment began. The man from whom he bought it was apparently a doting owner; a plaque commemorating victory in a Bentley Drivers' Club show in 1949 is still fixed to the dashboard.

The 1926 Rolls 20hp was a works test mule and acquired its current body, by Park Ward in Barker style, when only a year or two old. It sold for £34,500 all-in and will be staying in the UK. The 1934 VdP tourer made £159,850 and will be mechanically recommissioned for road use; the £287,500 1926 3-litre Red Label is US-destined.

The ultimate stalled project?

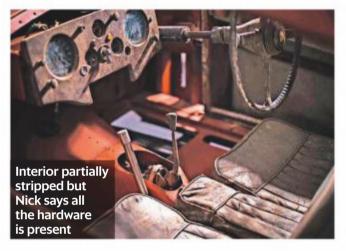
When a car spends eight years on the road followed by 55 years off it, you can tell the restoration hasn't gone smoothly. This 1954 Jaguar XK120 is one of just 151 right-hand drive FHCs produced for the home market.

Explains vendor Nick Beech, 'I bought it for £25 from a lock-up in Dover back in 1964, when I was a young man and it was an old banger. At the time I was a motor engineer and I brought it back home, did some tinkering to get it running and drove it 20 miles.'

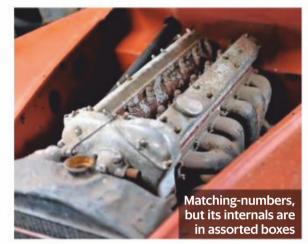
Day-to-day life prevented Nick from restoring the car, which followed him like a stray dog over various house moves. But 25 years later, he started work, getting the car stripped down and the body sandblasted. Then he lost the workshop in which it lived, and work stopped again as it went to storage.

So it remained until five years ago, when some needling from sceptical sons encouraged Nick to make more progress, this time buying a galvanised chassis - the original is still with the car - and restoring the suspension, steering and back axle. But then came another house move. 'I'm now 73 years old with bad knees and once again have no workshop, so I have to admit that I'm not going to get it finished.' Instead, Nick consigned it to the online auction site *TheMarket.co.uk* where it is being offered at a fixed £24,000, perhaps beginning a more rapid route back to the road.











One-owner... from 1962!

This TVR Grantura was last driven some ten years ago, but being driven at all has been a rare occurrence over its lifetime - it's covered a mere 20,600 miles from new.

A gentleman named Alan Rodda bought it in 1962 via a dealer in Chester. The car is something of an enigma, probably having been built in 1959 with some features of the Grantura MkII launched in 1960, but eventually registered in July 1962 as a MkIIA, despite lacking the rack and pinion steering and front disc brakes that were standard equipment on a IIA. So far, so typical for a lowvolume sports-car maker of the day.

Why the delay? 'Mr Rodda was told that the car had been sold for export to India, but after years of fighting the paperwork, the buyer abandoned the idea,' says James McWilliam of H&H. 'Since then

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Mr Rodda has used it sparingly, but in recent times it's been off the road and needs a new home."

> This unusual, unrestored, Climax-engined Grantura made £18,000 - against its estimate of £10-12k - at H&H's Pavilion Gardens sale on 27 November.











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Next Month

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Erasing the past

I loved the story of how that beaten up Ferrari 500TR was rebuilt (Epic Restoration, January 2020) with wonderfully obsessive attention to detail, but it made me realise that with all of these old warhorses being restored we're erasing an important part of the past. Of course I fully understand why current owners want to turn the clock back to the car's first flush of youth, but if it weren't for



the impecunious enthusiasts who bought them as cheap, redundant race cars, and patched and bodged them with whatever came to hand just to get them through another year, they wouldn't have survived for us to enjoy today. I dream of finding a Fifties Ferrari or Maserati sports racer still packing the small-block V8 that some California college kid crammed in so that he could leave his friends' muscle cars for dead. One day...

Ron Mitchell

Quentin's right

Couldn't agree more with Quentin Willson (Quentin's Hot Tips, December 2019) in his assertion that classic Vauxhalls have been undervalued too long.

As an ex-Vauxhall apprentice at Ellesmere Port (not Luton!), I was brought up on Vivas, Victors, Firenzas and Magnums, and more recently enjoyed Griffin-badged company cars from a base Cavalier 2.0iL - unlike the Sierra and Montego it had four-wheel disc brakes and fat rubber - to the six-speed 4x4 Turbo Cavalier. It couldn't beat a Porsche 911 from the lights, but hey, they needed all ten tenths to leave it behind.

Quentin mentions the regular Vauxhall fodder of the period but surely the real collectibles are the ultra-rare all-silver High Performance Firenza 'Droopsnoot', the even rarer 2300 HC Estate concept-carderived 'Sportshatch' that wasn't officially launched by Vauxhall, or even the rally-winning Chevette HS and HSR?

With any of these rarities, you get a car that not only generates interest everywhere, but also the Bill Blydenstein/Gerry Marshall tuning/winning-on-a-shoestring story, and something that'll show most of their rivals a clean pair of taillights on the twisty bits. *Martin Green*



Dedicated follower of Jaguars

The excellent piece on the Jaguar 240 (Dedicated Follower of Fashion, November 2019) brought back fond memories of the same model I had in Australia. It was a navy blue, manual overdrive example, one of the most enjoyable and honest cars I've ever owned. I bought it the morning after a heavy night; I believe that the resulting hangover took the edge off any buyer hesitation.

On one occasion I drove it from Adelaide to Melbourne. On the return trip a semitrailer kicked up a stone that shattered the windscreen. I was preparing myself for a draughty ride back but I took it to a garage in a whistle-stop town in Victoria. Blow me down if he didn't have one in stock covered in dust and spider-webs. He fitted it there and then and I was on my way. Amazing experience and representative of the luck and fun I had with that Jag.

Ashley Walkley

Tax-dodging Porsche

As far as I can discover there was no special luxury tax on sports cars in Sweden during the Eighties (Cargo Cult, November 2019).

However, there was and is another kind of tax loophole in Sweden that probably fitted the Porsche 924 Cargo: If you have a car with a loading door in the back, delete or bolt down the back seat and install a cargo barrier it can be registered as a light lorry with a substantial tax reduction.

In my opinion the 924 Cargo is more of a fashionista along the lines of the Volvo 1800 ES and Reliant Scimitar. Of course, you can convert those to light lorries too.

Tore Thunqvist

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Quentin Willson



I think I've found a way to get Generation Z teens engaging with humble, endangered classics – but first my latest buy will need some modifications...

while back I told you that classics Vauxhalls were worth watching. Well, I've just bought a 1963 VX4/90 HB. Before you drift off into a coma of boredom, I can offer solid reasons why buying what was once dubbed 'Luton's Loser' is actually a good idea. Out of the 31,000 FBH VX4/90s built there are fewer than ten currently registered with the DVLA. That so many have gone the way of all flesh shouldn't surprise us - these first-gen VXs were never hyped or worth enough to justify expensive restorations. But the really irresistible reason is the price. At a Brightwells auction in November, I handed over just £5600 for a very shiny, well-kept original car with an indicated 21,000 miles that could, looking through the thick sheaf of old MoTs, conceivably be accurate. For something so tremendously rare and in such lovely nick, that's silly money.

Especially given the lavishness of its spec. There's a wooden dash with six ancillary gauges - five years before the Cortina 1600E - a tachometer, servo-assisted front

disc brakes, a remote four-on-the-floor gear shift and a ported alloy cylinder head topped off with twin Zenith carbs.

VX4/90s even had a brief motorsport heritage, competing in the '63 Monte Carlo, Spa, Tulip and RAC rallies and were tuned with great success by Bill Blydenstein. So why have enthusiasts so cruelly neglected them? One simple reason - the Cortina GT. Even though the sporting Vauxhall arrived two years earlier, Uncle Henry's first fast Ford with its clean crisp lines instantly dated the fussy VX4/90. Ford's mighty motor sport and marketing programmes gave the Cortina GT mythic performance status and it stayed that way right up until the Seventies. Luton's hopped-up Victor was swept away in the Cortina's slipstream.

But I have a cunning plan for this car. I'm patron of Young Driver Ltd - the world's biggest under-17s driving school, now on its 750,000th lesson - that teaches kids as young as ten to drive on simulated road systems. This shiny old Griffin will be fitted with dual controls to make the perfect learner classic to give pre-licence teens a feel for how their grandparents used to

travel. A lesson behind the wheel of this, accompanied by an ADI instructor, will give teens a taste of wooden brakes, heavy steering, epic turning circles, and zero driving aids. A baptism of fire that kids will remember forever - but in a fun, illuminating way. My parents were rash enough to let me learn to drive in a 3.0-litre Reliant Scimitar and a 4.2-litre Daimler Sovereign and that hasn't ended badly really.

We're always moaning that there aren't enough young people in our hobby, so AFM 694A will become an ambassador to help teen enthusiasts experience the compulsion of classic cars. I want to add an MGB roadster and Morris Minor convertible to the fleet, so if you want to sell decent examples of either, and further the cause of road safety and classic car awareness among Gen Z, get in touch. Who knows, teen drivers may one day be able to take lessons in Alpines, Spitfires, Midgets, Rapiers and Ventoras. And wouldn't it be great to see kids talking about their driving lessons in classic cars on Instagram and Snapchat? A few dads will want to have a drive too. This bargain VX4/90 could become famous yet.

Just Lollon

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.





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Gordon Murray



Burning the midnight oil, designing a low-budget Le Mans car helped me to make my name in the business. Now that car's ready to race again...

ast year I had one of my early cars, the 1972 Duckhams LM, built for our heritage collection. The car played an important part in my career because it really helped me receive some early recognition. I joined Brabham in summer 1970 when Jack Brabham was driving in F1 for his final year and co-owned Motor Racing Developments with Ron Tauranac. I was one of five in the design office and most of the technical direction came from Ron with input from Jack.

When Ron discovered that I could do stress analysis and suspension geometry I started getting more interesting work and he entrusted me with an Indycar design study and a V8-powered hill climb car. Bernie Ecclestone appeared in 1971 and bought Jack's 50% of the business, but nothing was really communicated to the staff and no-one knew what our future structure was to be. I was then approached by Alain de Cadenet, who wanted me to

design a 3.0-litre Le Mans car to the new ACO 3.0-litre prototype regulations. Bernie had just bought Ron's shares to complete a 100% ownership deal at Brabham, got rid of all the other designers and promoted me to chief designer. He then set out his plan for an all-new F1 car to be designed and built in 1972 for the 1973 season. I told Bernie about the de Cadenet car and he agreed to let me moonlight the job.

In 1971, Alain had bought a Brabham BT33 from Bernie and tried his hand as a Grand Prix entrant with Chris Craft driving. Things didn't work out that well, so Alain hatched a scheme to design an all-British car to try and win Le Mans in 1972. His brief for the car was simple: small, light, good aerodynamics, use as many BT33 parts as possible and an overall budget of £5000. My fee was to be £250 to design the car; it ended up as £200 and a Hewlett Packard calculator - which I've still got!

I had around three months to design the car during the winter of 1971 and I worked

on a small drawing board in our unheated flat near Claygate from 10pm until 3am. The car was assembled at Alain's mews in London, tested briefly at Silverstone and loaded on a trailer behind a Transit van. Chris Craft would share the driving with Alain and apart from a couple of professional mechanics, the team was made up of friends.

In the race we passed the works 3.0-litre Alfas and the Porsches with just two hours to go and were heading for fourth place behind the Matras - all on a £5000 budget! During the final stint, Chris slid off on a wet part of the circuit, damaging the front of the car. He limped back to the pits and we made repairs, but the official would not let us out until the final couple of laps.

We still finished 12th overall and were the first Cosworth DFV-powered car to finish at Le Mans. The little 3.0-litre car looks great in our collection; I can't wait to enter it in a historic racing event because so few people have seen it in action.



Gordon Murray is one of the most innovative automotive designers of his generation. He designed GP-winning F1 cars for Brabham and McLaren and the McLaren F1 road car





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THE ARTISAN OF EMOTIONS - SINCE 1860

John Fitzpatrick



Porsche's 924 Carrera GT was a successful race car in its class and was a pleasure to drive fast on the road – until the California cops pulled me over...

he Porsche 924 was originally a joint venture between Porsche and VW/Audi to develop an affordable replacement for the 914. VW subsequently pulled out of the project and the car was developed and sold as an entry-level Porsche. Eventually Porsche successfully marketed a turbocharged version and developed the racing 924 Carrera GT, with 400 built to satisfy homologation requirements. The car did well at Le Mans and won its class.

I was living in San Diego at the time, competing in the IMSA championship. My sponsor, Jerry Dominelli (JDavid), saw photographs of the car in a magazine and, because it was not available in the US at the time, asked me to buy him one in Europe. I ordered the car and collected it from Stuttgart on the way to a race at the Nürburgring. I used it for a while before putting it on a plane for Los Angeles, and it was a really great road car. Smooth, quiet

and a great high-speed autobahn cruiser. It was a big improvement over the standard 924 which had sold so well since 1976.

When the car arrived in Los Angeles, I picked it up and drove to Laguna Seca for an IMSA race. We drove up Route 101 out of LA, where there is a section of road that winds its way through some very hilly countryside and the north and south carriageways are separated. The road was very quiet and we were able to really stretch the legs of the Porsche, cruising at 100mph - it was a real pleasure to drive.

In one particular section, the south-bound carriageway was 200-300ft up the side of the mountain, looking down on the north-bound road. I happened to glance up and saw a Highway Patrol car. I didn't give it much thought because there were very few change-of-direction opportunities and there was not a lot of traffic. A few miles up the road, we came up behind two large trucks travelling side-by-side along the freeway at around 40mph. There was no

way to overtake, so I settled down to wait for them to go back to single file. Once we'd overtaken we settled down to a steady 80-90mph cruise, but I soon noticed the patrol car catching us up at high speed. The cruiser pulled me over, so I stopped and waited for the officer to walk to my open window with his hand on his gun.

I could see that the officer was very overweight and his shirt was soaked with sweat; he was very red-faced and he had obviously had a hard time catching us up after he'd first spotted us. It took him a while to get his breath back, and once he had, he asked, 'You in a hurry, sir?'

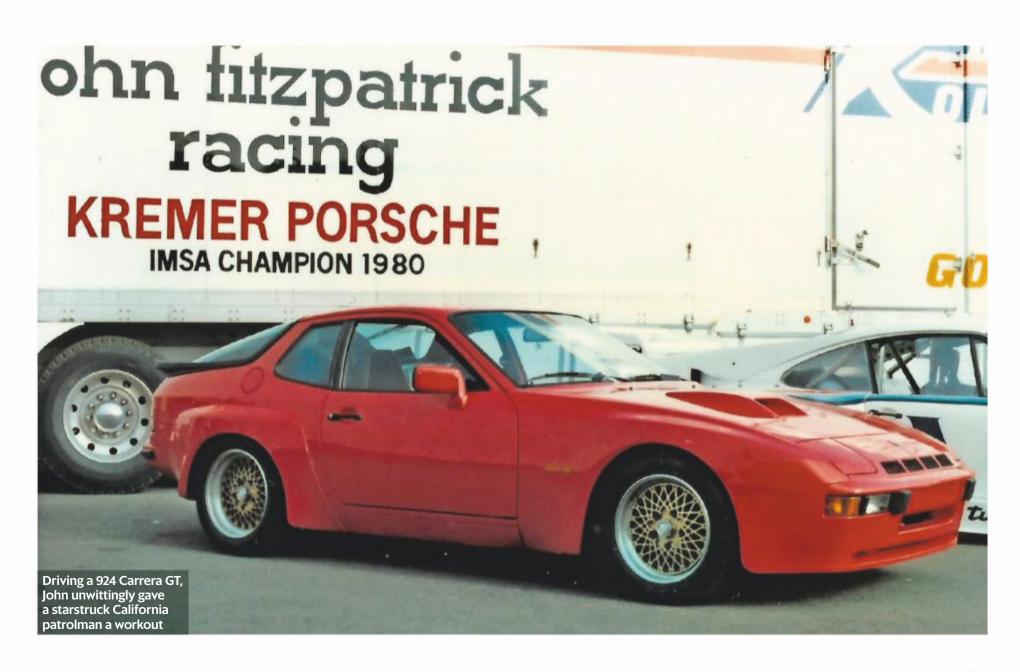
'No officer,' I replied. 'Just going to Laguna Seca for the weekend.'

He took another look at my licence and told me to take it easy. Then, with a smile, he wished me good luck for the race. Having expected a big fine, I had a puzzled look on my face until he added, 'I was at Riverside last month and saw you win. You take care now, you hear?'

Talk about the great escape. Sometimes it's good to be recognised.

Folm Ly 82

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.









here are two Lotus ages: pre- and post-Esprit. In the former it was a cottage producer of scintillating, deftly handling sports and racing cars, but the new arrival changed everything, propelling it into the big league. Supercar looks were soon backed up by supercar performance. Factor in some legendary appearances on the big screen and the Esprit's cult status was assured.

We've sifted through lots of variants from its 28-year production run, balancing values with performance, and taking on board owner and specialist advice, to take five of this year's best buys to the test track at their Hethel birthplace. These are the cars our market experts think won't stay at these prices for ever.

Mr Giugiaro, I've been expecting you - just perhaps not in **Esprit S3** form. Those with an Esprit de corps for the first and second generations are likely foaming at the mouth at our decision to jump straight to the third, but S1 values have peaked and dropped off slightly. And while S2 prices are still rising, it's the naturally aspirated Series 3 variant that is the most attainable of the original shaped cars, both in terms of price and availability.

And my what a shape it is. Even today, some 47 years after the arrival of designer Giorgetto Giugiaro's 'Silver Car' design study that presaged it, the silhouette still enchants, beguiles and turns heads in equal measure - its sharp-suited body and low-slung snout screaming that a piece of exotica has just rolled up.

Yes, Martin Start's white Turbo Esprit of the same vintage has Bond cool, but shorn of most of its excess adornment - slats, scripts et al - Barrie Cornes' stunning Glacier Blue S3 is a lesson in design simplicity. However there is a distinct nod to Eighties modernity in its body-coloured side sills and front spoiler, in place of the matt black items of earlier models.

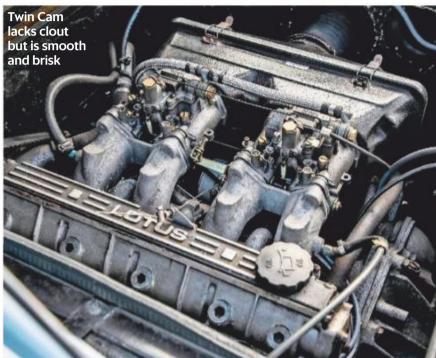
Initially the seating position feels pure supercar comedy, legs out almost horizontally as if fully reclined on a sun lounger, yet it's immediately comfortable, and it works. The helm controls are perfectly to hand and the Smiths gauges, rather than earlier Veglia items, are intelligently set in a wraparound binnacle. Best of all is the optional 'sunshine roof', which on this lovely clear-sky day sees me surrounded on all sides by a sea of blue - even if the correct name for the interior's similar hue is silver.

First impressions are dominated by the steering feedback and handling, both of which sparkle. Fire the S3 into one of Hethel's tight corners and it's an intuitive delight, remaining neutral as it dissects it with the aplomb of a master surgeon's scalpel. Swift direction changes won't upset its inherent balance, and I'm engendered with the confidence to push harder. The 2.2-litre Twin Cam provides a stimulating soundboard - not overly intrusive, but enough to titillate. And while it lacks the Turbo's clout, the S3 is no slouch. It offers a smooth yet punchy 160bhp, enough to see it race from 0-60mph in 6.5sec - not quite supercar pace, but not far off.

It's aided by a positive gear change and decent brakes, but it all comes back to that steering wheel; it's the centre of the Esprit universe, and the driver's gateway to tactile pleasure.







'Fire the S3 into one of Hethel's tight corners and it's an intuitive delight'

'It's a simple car to maintain,' says Geoff Downhill of Salisbury-based specialist Esprit Engineering. 'As with all Esprits, check when the cambelt was last changed [it should be at 20k intervals]; failure will result in bent valves – an engine out, cylinder head off job costing £2500-plus. It also leads on to other things; mounts and pipes you don't normally consider. A full engine rebuild is £5000.

'Radiators normally last seven to ten years, because they rot away at the front. You'll pay £300 for a re-core, or £700 for a wider stainless steel three-core unit and more modern fan arrangement.'

Giugiaro bodies can sometimes suffer stress fractures along weak points like headlamp pods, door edges and side flanks. A car that's been used regularly and maintained relatively well over a number of years is always preferable to one that's seen little action and a lot of recent expenditure.

S3s start at £12k, with a good car around £20k and the very best another £5k more. As a starter there's no doubt it's a particularly appetising entry price point, even more so when you factor in that it shares the Turbo's wider, stronger, galvanised chassis and is far less temperamental than earlier variants.

Owning a Lotus Esprit S3



Barrie Cornes has owned this car since 1990. 'It was three years old at the time and I pushed myself financially and bought the best I could. Since then I've always had it correctly maintained by Gerald Turner at GST Performance in Newmarket. He doesn't

scrimp on servicing and checks everything.

'As such it's been very easy to live with – I think I've broken down once in all that time – if it's serviced properly it's a dream. In fact, more reliable than two-to-three year old Mercedes we have. Other than a mild gearbox oil leak, it's just needed consumables.

'I also own an Essex Turbo, but this just feels lighter, less hectic and more nimble. I think the shape is perhaps slightly more attractive and closer to the original; it's underrated, because most people will bypass it and go straight to the Turbo, but there's also less to go wrong on this.'

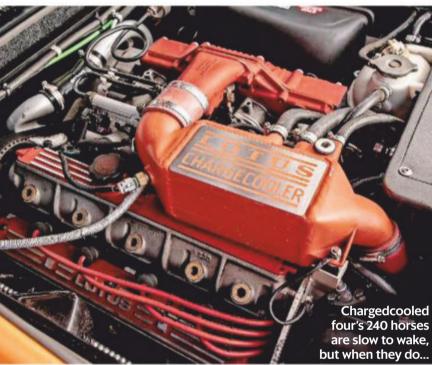
1987 Lotus Esprit S3

Engine 2174cc four-cylinder, dohc, two twin-choke Dell'Orto 45 DHLA carburettors Power and torque 160bhp @ 6500rpm; 160lb ft @ 5000rpm Transmission Five-speed manual, rear-wheel drive Brakes Discs front and rear, servo-assisted Suspension Front: independent by double wishbones, anti-roll bar, coil springs, telescopic dampers. Rear: independent by non-parallel unequallength upper and lower transverse links, radius arms, coil springs, telescopic dampers Steering Rack and pinion

Weight 1220kg (2690lb) **Performance** 0-60mph: 6.5sec; Top speed: 135mph **Fuel consumption** 23mpg **Cost new** £17,980 **Classic Cars Price Guide** £9250-£21,500

The Big Test Lotus Esprits to buy now







s I swap our second-oldest four-piston offering for our youngest I flip my shades on, because this is one bright mother. The Esprit GT3's Chrome Orange launch colour practically sizzles your retinas and with those lairy GT3 flank decals it certainly makes a statement and a half - introverts looks away now. Hang on. Did you say GT3? Aye - sorry Porsche, but Norfolk's finest beat you to it.

Via two facelifts - the first by Peter Stevens, more on that later, and a second in-house one completed by Julian Thomson for the 1993 S4 - this is one thoroughly modern Lotus. Viewed today, this last of the four-cylinder line offering is seen as a return to purity, thanks to its Type 920 2.0-litre engine - for the punitively taxed Italian market - and the cleanliness of its lines. There's no outlandishly over-the-top spoiler on view here, just the

Its essence can also be derived from a cabin devoid of excess accourtements, bar electric windows. There's a small, simple instrument binnacle holding just the necessaries, with just a flash of body colour on the gearlever shroud to lift the mood. It oozes quality and could still pass for a contemporary interior, as well as feeling more spacious than that of earlier Esprits. This car has optional comfort seats from the V8 installed, rather than the standard weight-saving, torso-embracing composite items, and as a result I'm a touch less secure for track antics. Here goes...

Having driven early turbocharged Esprits, the first surprise is that I need to apply plenty of throttle because the charge-cooled engine is of a distinctly laggy nature; spin it up to 2500rpm or more though, and all is forgiven as I enter a boost wonderland.

Thanks to a parsimonious approach to weight, it's agile and gloriously light – just 9kg heavier than an S3 and 109kg lighter than its S4S predecessor. As I come off the straight and approach a semi-tight bend, pre-corner braking requirements are negligible; I'm already endowed with Esprit chassis confidence. As the tyres grip and the steering – now a power-assisted system, but with no loss of feel – loads up, it's clear it can take much more.

The whole package - punchy engine, strong lightweight ABS brakes, precise steering and supple chassis - feels perfectly suited to the track. It delivers its 163mph wares in a bulletproof manner, and yet slow things down and it still makes sense as a normal car. Yes, you have some of the supercar compromises borne of form, but the damping isn't overly stiff and the helm controls not of an overtly heavy nature. On standard roads it's only the model's considerable girth that'll keep you on your tootsies. But that's enough sensible talk; after all I have 240bhp to play with.

Says Gerald Turner of Newmarket-based specialist GST Performance, 'The old kick-the-tyres-and-wipe-the-windshield approach to servicing doesn't work for Esprits. It needs to be preventative, identifying and rectifying any faults immediately. Do that and they're supremely reliable.'

Exhaust manifolds can crack and if any of the following - radiators, air conditioning condenser, charge cooler and two oil

understated integrated lip.



'It delivers its 163mph wares in a bulletproof manner, and yet slow things down and it still makes sense as a normal car'

coolers - corrode then you've pretty much got to replace the lot. 'It's expensive to do, because of where they are, and you're looking at £2500-£3000. Radiators are also prone to getting blocked with chaff (dust from combine harvesters), which when heated turns into a cement-like substance that blocks water flow. It can look in good condition and run fine in town thanks to the cooling fans, but will run high temperatures at speed.

'However, the good news is you can thrash the living daylights out of a GT3, track day it every day, and it won't bat an eyelid.'

When new the GT3 met with almost universal praise. *CAR* magazine using an amusing colour-related pun, called it 'outspanding'. Performance apart, its key selling point was price; at £39,450 no other mid-engined supercar could touch it.

Today GT3s start at £18k for a tired example; a good one will be closer to £30k and the very best £35k. So, people, the Esprit as a classic is just as it was off the showroom floor – a veritable supercar bargain, and one that remains 'outspanding'.

Owning a Lotus Esprit GT3



Vehicle Attributes Director Gavan Kershaw has been at Lotus for 31 years, and this is his second GT3. 'I've only had it for three months, but I used to own the original press car when I was 21 years old. The advert for this example just stood out, it's that colour – boom! There

were only six right-hand-drive Chrome Orange cars built.

'Behind the wheel the memories came flooding back, except I'm a bit tamer now. The GT3 doesn't feel old – it's aged well, still feels relevant and turns heads. Mechanically it's very resilient. The engine and clutch are under-stressed and it has a galvanised chassis and glassfibre body.'

'It was the safe bet for me as a classic car; the thought of having to restore something, or the risk of rust, just didn't appeal. The network of specialist dealers, availability of spares and sheer amount of advice available from the Lotus community is quite reassuring.'

1998 Lotus Esprit GT3

Engine 1973cc four-cylinder, dohc, Delco electronic multipoint fuel injection, chargecooled with Garrett TB03 turbocharger Power and torque 240bhp @ 6250rpm; 216lb ft @ 3750rpm Transmission Five-speed manual, rear-wheel drive Brakes Discs front and rear, servo-assisted, ABS Suspension Front: independent by double wishbones, coil springs, telescopic dampers, anti-roll bar; Rear: independent by upper and lower transverse links, radius arms, coil springs, telescopic dampers Steering Rack and pinion, power-assisted Weight 1229kg (2709lb) Performance 0-60mph: 5.1sec; Top speed: 163.5mph Fuel consumption 23mpg Cost new £39,450 Classic Cars Price Guide £16,000-£26,500



f the Esprit was a Lotus game changer then the **Turbo Esprit S3** was the game changer's game changer, so to speak. In came a Garrett AiResearch T3 turbocharger to elevate the model onto an entirely different performance plane. Cue *Motor Sport* on March 28, 1981, declaring, 'At last the Esprit has the urge to go with the image.'

Top speed hit the magical 150mph barrier, with 0-60mph now devoured in a scorching 5.6 seconds. Six years after its arrival, Hethel's engineers had finally brought supercar performance to Giugiaro's supercar pen party.

Today it has all of the S3's handling grace, but under acceleration it shifts significantly faster. Boost builds from surprisingly low down and the engine's torque isn't all unloaded in a fizzy last-minute spurt - as with other early turbocharged cars - but builds progressively with the full 200lb ft available at 4500rpm; it's more of a continuously hard push.

If you consider what came before - BMW 2002 Turbo, Porsche 930 and Saab 99 Turbo - the sheer absence of any turbo-lag is a marvel. Lotus achieved this by comprehensively re-working the engine: capacity was enlarged to 2.2-litres, in came a stiffer bottom end, sodium-filled exhaust valves and stronger pistons, and the exhaust manifold was re-engineered to include divided exhaust tracts that linked straight into the turbocharger intake flanging. It also used a Lucas fuel pump and pressure regulator supplying an overgenerous 4.5lb in tickover pressure.

The result is instant engine responsiveness, but predictable performance. I'm charging round the track in an almost identical manner to the naturally aspirated S3, but with the Esprit volume turned up another notch. Yet there's no need to factor in a sudden mid-corner explosion of thrust.

That Lotus achieved this not with fuel injection and electronic management - both cost and time ruled this out - but with a traditional twin carburettor set-up has the added bonus of making this the best-sounding car here. Satisfyingly rorty intake noise building and ending with a turbocharged ablution - it's the best of both aural worlds and worthy of a lowering of the driver's window.

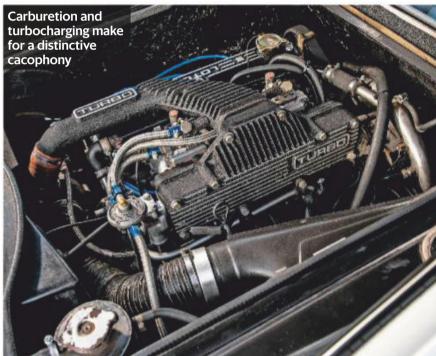
Damping feels marginally harder than in the unblown S3, but the seating position is slightly less extreme and the brakes similarly strong. Visibility is somewhat less impressive thanks to those magnificent slats.

This example also brings up one word - Bond. It's the reason owner Martin bought the car, even if his colour/Series combo is a bit out (it was a white S1 in *The Spy Who Loved Me*, but a Copper Turbo Esprit in *For Your Eyes Only*) - okay, so a white one did appear briefly in the latter, before being blown up. No matter, the result of all these celluloid shenanigans was a clear and lasting input into the generation of the Esprit legend, and one that still endures to the present day.

Says Geoff Downhill of Esprit Engineering, 'The perception is that a Turbo is more expensive to look after and more likely to go wrong. But that's not the case - it requires the same checks as the normally aspirated S3. The clutch does have a few quirks - the Nylatron washer on the end of the input shaft can come loose and cause it to run into the back of the crankshaft necessitating a gearbox out,







'The sheer absence of any turbo-lag is a marvel – there's no need to factor in a sudden mid-corner explosion of thrust'

bell housing off job to change the worn out circuit. You're looking at £1500, plus £300 for a clutch exchange (new ones are not available). It can manifest as a strange squeak with the clutch down or up, or a rattling noise, but it's difficult to spot. There is a modification using a spacer, so it's worth asking if this has been carried out.'

The price of that extra oomph and movie stardust sees concours examples sitting at up to £50k, with decent cars in the region of £35k. Further down the food chain, rough to average cars are much closer in value to their normally aspirated brethren at £15k-£20k.

Of course, I couldn't finish without mentioning this car's looks. NACA air ducts, side sill extensions and a deep front spoiler, all married to that anything but discreet Turbo Esprit script, lend it one hell of a visual impact. Yes its limited-edition edition blown forebear, the lairy-looking Essex Turbo, ramps that up even further, but while it's the most desirable Eighties Esprit, at circa £100k (rumours abound of £150k offers being turned down) it's hard to argue for it being a best buy.

Owning a Lotus Turbo Esprit S3 Turbo



'I'd known of this car's existence for a while, but finally bought it in April of this year,' says Martin Start. 'It has 98,000 miles on the clock, but like the natually aspirated S3 here today it's been looked after by Gerald Turner at GST Performance for 25 years so I knew it would

be mechanically perfect.

'It was the boyhood dream of owning an Esprit – we all grew up watching Roger Moore in *The Spy Who Loved Me*. I love the Peter Stevens car just as much, but for me this is the most iconic Esprit.

'At low speed and when parking it's a bit of a lump, but on the open road it's just phenomenal. I use it very regularly, every week. At the moment I've not had to do anything, other than having it serviced.

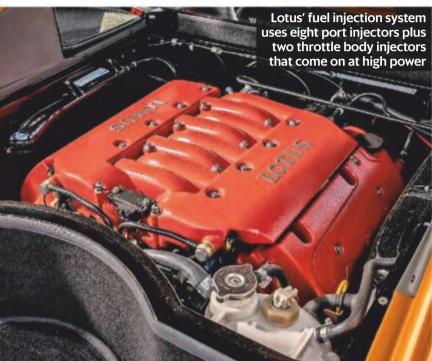
'Getting hold of most parts is okay, and prices are reasonable. It's not extortionate money to keep it going.'

1985 Lotus Turbo Esprit S3 Turbo

Engine 2174cc four-cylinder, dohc, two Dell'Orto 40DHLA carburettors and Garrett AiResearch T3 Turbocharger Power and torque 210bhp @ 6250rpm; 200lb ft @ 4500rpm Transmission Five-speed manual, rear-wheel drive Steering Rack and pinion Suspension Front: independent by double wishbones, coil springs, telescopic dampers, anti-roll bar; Rear: independent by non-parallel unequal-length upper and lower transverse links, radius arms, coil springs, telescopic dampers Brakes Discs front and rear, servo-assisted Weight 1148kg (2531lb) Performance 0-60mph: 5.6sec; Top speed: 150mph Fuel consumption 23mpg Cost new £21,716.50 Classic Cars Price Guide £10,500-£26,000

The Big Test Lotus Esprits to buy now







implify, then add lightness,' was the central tenet to Colin Chapman's philosophy. Well, the Esprit V8 obliterated that; instead, it was another four cylinders and a veritable torrent of grunt that was added. It'd been a long time coming, too. The Esprit project originally had two strands, the four-cylinder (M70) and the V8 (M71), but a lack of development funds saw the latter canned. The idea raised its head several more times over the intervening decades, but it wouldn't be until 1996 that the eight-cylinder car finally arrived.

And what a handsome brute this V8 GT is. Wheelarch extensions, monobloc alloys shod with wide rubber boots, and a rear wing on stilts - standard on later V8s but a bespoke factory fit on this early one - lends it a malevolent presence in today's company. This is the seriously serious Esprit.

Slip inside and that sentiment is backed-up by man-sized controls, with a hefty, thick leather-rimmed Momo steering wheel and even bulkier alloy gearknob. Like the GT3, the V8 GT pared back specification to knock 40kg off the standard V8's 1365kg kerb weight, yet it's still luxuriously finished in leather and Alcantara.

Andy Buik's restored car has an upgraded gearbox with straight-cut first and second gears that communicate to you with a low toned whine. That is, until you obliterate all other noise by nailing the throttle. The all-alloy 32-valve V8 has one raison d'être, and that's torque production. As the twin turbochargers kick in you're rewarded with a thunderous wellspring, and what sounds

like an ebullient rhinoceros unloading its sinuses just behind your head. It's bloody addictive - shift, bang, sneeze, repeat.

On a long straight it's brutal, but as matters tighten it's clear a little of the four-cylinder cars' delicacy of movement has been sacrificed; it still handles excellently but, where you instinctively guide a four-cylinder through, here you're manhandling in the mould of Desperate Dan. It's a big character, like a dog that wants to prove its cojones are bigger than its owner's, and it shifts that essential Esprit essence somewhat. You no longer lust after the corners – pesky, speed-sapping obstacles that they are – but the long straights, where you can get the power down.

Just like the GT3, its braking capabilities are of a different standard, the large ABS-endowed discs more than capable of reining in high speeds just as fast as the V8 can make them. There's only a 0.3sec difference between the GT3 and V8 GT in a sprint from 0-60mph; beyond that the former wouldn't see the latter for dust, but get tight and twisty and you know that fortunes would be reversed, the GT3 showing the V8 a pair of Day-Glo heels.

Says Gerald Turner, 'The V8's reputation for poor reliability isn't warranted. There were some early issues with clutch problems, but the switch to a dual plate unit cured these. Look into condition of the pipework for the turbos – it's quite visible in the rear wheelarch areas. They hang in fresh air, running red-hot and getting splashed with cold water. A leaky pipe needs the engine and exhaust manifolds removed for access, belts and clutch may need doing and if a stud shears it can quickly go horribly wrong. On a V8 you're looking at £5k-£10k, whereas it'd be £2k-£5k on a four-cylinder car.



'As the twin Allied Signal T25 turbochargers kick in you're rewarded by a thunderous wellspring of torque'

A customer can get a few big bills and think "right, I'm selling", but whoever buys it gets 8-10 years of trouble-free motoring.'

Gerald says that the gearbox is the V8's Achilles heel. It can handle stock torque figures, but you avoid cars that have had modifications chasing more power.

A V8 GT can be picked up for £20,000 but it would likely require a lot of work; an average example will set you back £30k, a good car closer to £45k and the very best £60k. Prices for the limited-production poster-boy Sport 350 are stratospheric (you'll pay £80k for the very best), but mid-Nineties early V8 cars like this are moving out of its shadow, and are again becoming appreciated.

When new the V8 was the Esprit pinnacle and sold accordingly, with 1483 of all variants - V8, V8 GT and Sport 350 - built. That's 14 per cent of total Esprit sales, achieved in just eight years. Whether it remains at that summit today is down to personal preference, but if you're a torque addict and your supercar must have more than four cylinders then this is surely where it's at.

Owning a Lotus Esprit V8 GT



Andy Buik has owned his V8 for almost five years now, 'When I bought it the top condition was good, but the underside was showing its age – the previous owners putting money in the wrong places to keep it looking like it was in A1 condition.'

The car went through a two-year full nut and bolt restoration at Andy's Saab specialist business. 'My parts cost was a tad over £40k, with approximately 1000 hours of labour because every single part was stripped, vapour-blasted, etched and re-painted. It was returned to factory specification, except for an upgraded gearbox – gearset, shafts and straight-cut first and second gears – with a stronger limited-slip differential.'

'I built it to last another 20 years before major work will be needed, so my running budget is just down to service costs. There's just such a special feeling when driving it— as with any Lotus it's like being in a fishbowl. People stop and stare.'

1998 Lotus Esprit V8 GT

Engine 3506cc V8, twin Allied Signal T25 turbochargers, Lotus fuel injection Power and torque 350bhp @ 6500rpm; 295lb ft @ 4250rpm Transmission Five-speed manual, rear-wheel drive Brakes Discs front and rear, ABS Suspension Front: independent by double wishbones, coil springs, telescopic dampers, anti-roll bar; Rear: independent by upper and lower transverse links, radius arms, coil springs, telescopic dampers Steering Rack and pinion, power-assisted Weight 1325kg (2921lb) Performance 0-60mph: 4.8sec; Top speed: 170mph Fuel consumption 21mpg Cost new £49,950 Classic Cars Price Guide £19,000-£30,000



or humans and car designs alike, the ageing process is inevitable. The choice: to hang on for grim life to your era - like a hirsute Seventies medallion man raging against the dying light of disco - while all else evolves around you, or change. The Esprit's sharppenned lines were starting to look just a little bit tired 11 years into production, and this was reflected in falling sales. Fellow wedges such as Ferrari's 308 GT4 and Lamborghini's Urraco had long since departed the scene but, in the most impressive sleight of hand since Karmann's Triumph TR5-into-TR6, the company's in-house design team - headed by Colin Spooner and utilising the pen of freelancer Peter Stevens - released its 'new' Esprit in 1987.

Looking at Wendy Lloyd-Owen's **X180 Turbo**, a 40th Anniversary Commemorative Edition, it's clear they did a superb job. The new Vacuum Assisted Resin Injection (VARI) production technique means the pin-sharp central seam has been deleted – also resulting in a substantially stiffer body – while there's also a distinct softening of the edges. It's like viewing an Esprit through gauze; it's a soft-core version of the original's by now harder-core lines. Toss in this example's Pearlescent White paint, and it's time to state loud and proud, 'Welcome to the Eighties.'

Given the decade, the burr wood dashboard may seem like a backward step, but the cabin has a newfound plushness with a profusion of soft Connolly leather and suede inserts. It's marginally more spacious inside, but the biggest gain is in cabin insulation. The

Twin Cam remains an urgent presence although you lose some aural connection - we're talking a matter of degrees, though.

For the X180 out went the Citroen SM gearbox, with a Renault 25-derived transaxle replacing it; the resultant shift is meatier with a tendency to self-centre, so a firmer hand is required.

Performance is a tad up on our earlier Turbo, but there's a definite overall sense of increased solidity - it feels more taut, together and planted. That inspires more confidence, and after a day hooning multiple Esprits round Hethel my trust in the chassis is absolute. Chicanes, long sweepers, and hairpins are dispatched with nonchalance, while I stretch the Turbo's high-speed legs on the straights. As with the four other cars here it's mightily satisfying.

'While people could buy the X180 quite cheaply for a while, they couldn't always afford to run them,' says Geoff Downhill. 'We're finding a lot of "home repairs" on this model, and on some cars we spend quite a lot of time putting right bodges.'

Again it's the usual Esprit checks - radiators, cambelts and a particularly keen eye on service history. For all post-1987 cars the only real issue with regards to bodyshells and the chassis is accident damage, and for all, lift damage from incorrect hoisting.

'A few alternators are starting to fail and play in the steering can either be a result of steering rack wear (£400 for a new one) or lower steering UJ wear (£100). The alloy uprights on the rear suspension arms are also prone to corrosion, and you need to be extremely careful repairing them because any excessive force can break the lugs off. For all models, check to see if new fuel tanks have been fitted because they also have a tendency to rust.'







'It's like viewing an Esprit through gauze; it's a softcore version of the original's by now harder-core lines'

X180 Turbo prices start at £10k for a rough example, £21k for a good solid car and up to £26k for the very best, which makes it the best value Esprit entry point. If you go for the high-performance (264bhp, rather than 210bhp) chargecooled SE then it's approximately another £5000 on top of those prices.

In SE form, the X180 also had its own time in the big screen limelight thanks to an appearance in the 1990 blockbuster *Pretty Woman*. Lotus stepped in where other prestige marques had feared to tread, given the subject matter. A brave move that once again paid off in bringing the Esprit before a new celluloid generation. The marque apparently saw its US orders triple overnight. Would it have been so keen had the setting been a seedy Kings Cross, rather than a glamorous Sunset Boulevard?

Astonishingly the Esprit remained in production until 2004 and that shows two things - just how inherently right Giugiaro's original design was, and what a top job was done on both subsequent re-designs in order to keep it relevant.

Owning a Lotus Esprit X180 Turbo



'This car is number 25 of 40 Commemorative Esprits editions,' says owner Wendy Lloyd-Owen. 'I just couldn't resist buying the car when I saw it for sale in February of this year. I've previously owned two Esprit Turbos and a 1997 V8, but the Stevens design is such a

cracking looking car, head and shoulders above the earlier Esprits – it has a real supercar aura.

'Compared to those examples it's also much more positive and, while I do miss the later V8's torque and comfort, this is more of a driver's car. The X180 doesn't lend itself as well to being a long-distance cruising GT, because it's much sharper and makes me really concentrate.'

Since getting the car Wendy has carried out some light cosmetic tidying-up of the engine bay and exhaust system. Now that's complete it's time to enjoy the car, which I'll be doing with quite a bit of local and long-distance work.'

1989 Lotus Esprit X180 Turbo

Engine 2174cc four-cylinder, dohc, two twin-choke Dell'Orto 45 DHLA carburettors and Garrett T3 turbocharger Power and torque 210bhp @ 6000rpm; 220lb ft @ 4250rpm Transmission Five-speed manual, rear-wheel drive Brakes Discs front and rear, servo-assisted Suspension Front: independent by double wishbones, coil springs, telescopic dampers, anti-roll bar; Rear: independent by upper and lower transverse links, radius arms, coil springs, telescopic dampers Steering Rack and pinion Weight 1386kg (3056lb) Performance 0-60mph: 5.4sec; Top speed: 150mph Fuel consumption 20mpg Cost new £28,900 Classic Cars Price Guide £10,000-£24,000

otus never strayed far from the original Esprit's design, but each of our five cars retains its own distinct character. The smooth-lined X180 hit the visual reset button, paving the way for a new generation and today it's the best value here if you find a good one. The normally aspirated S3 is the subtlest, both in looks and on track delivery, but is a joy to pilot and still packs a hefty punch.

The V8 came late to the party, and while it's a brutish straight-line devourer of tarmac it's definitely more GT in delivery. That racing-derived moniker is a misnomer in the final four-pot GT3 iteration - it *can* do touring, but at heart

it remains a pure and scintillating driver's car, and it almost got my vote. Today though, for me, it has to be the original Turbo Esprit; incisive Guigiaro styling, game-changing performance, and reflective Bond cool all combine to make it my Esprit to buy now.

Each offers a great value entry point into the Esprit world and with all, today has proven that performance and handling satisfaction is guaranteed.

Thanks to: Lotus Cars (lotuscars.com); The Lotus Forums (thelotusforums.com); Andy 'Bibs' Betts; Scot Walker; Rob Borrett; Alastair Florance; Paul Matty Sports Cars (paulmattysportscar.co.uk)

'Each of our cars has its own distinct character, and offers a great value entry point into the Esprit world'











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The Esprit's original chief engineer, Mike Kimberley, provides a fascinating insight into the model's development, production and incredible longevity

Words ROSS ALKUREISHI Photography LOTUS ARCHIVE/ITALDESIGN



he Esprit project started off from the basis of replacing the Twin Cam Europa,' says Mike Kimberley, who joined Lotus in 1969 as its vehicle engineering manager. He'd been responsible for putting the Twin Cam Europa into production, and the Esprit was his next project. 'In those days, new world emissions, crash and crush regulations were being added, especially by the Americans and Japanese. We would have had to try to re-engineer the Twin Cam Europa and that would have meant starting again, which didn't make any sense.'

At the time the company was in a transitional phase, changing from old models - Elan, Elan+2 and Europa - to the new. 'Colin Chapman had moved us to a new factory at Hethel in 1967 and invested in new technologies, both of which were building quite rightly to a move upmarket. I remember him saying, "When you're producing lots of small cars, while they're attainable, fun to drive and inexpensive, you can be busy fools when it comes to being a manufacturer." If you're investing a lot of money in the cars then you have to make enough margin to plough back into new models.'

Targeting what Mike called the 'high-performance, state-of-the-art supercar market', Lotus was aiming at the space between Porsche and Ferrari. 'For the M70 [Esprit] project we were looking to use our own engine - the world's first four-valve-per-cylinder all-alloy unit - which was terrifically efficient and had both great







power output and low emissions. A V8 model [M71] based on the slant four was planned but that unfortunately didn't happen because of a lack of funds.' Having been made chief engineer, Mike's remit now included the M50/52 (Elite/Eclat) and M70 projects.

'Our first meeting with Giorgetto Giugiaro was at the Geneva Motor Show in March 1972. Colin had his own twin-engine propeller light aircraft and we flew over with Oliver Winterbottom and Fred Bushell.' They never missed it, because it was the show where concept cars were unveiled. 'You got the chance to see what everyone else was doing and to network. I can recall Colin being very impressed with Giorgetto, who suggested he'd like to do a show car with us. Colin immediately jumped on it and said, "Let's do it." If successful, it would provide us with a potential successor to the Twin Cam Europa.'

Mike made up a stretched Twin Cam chassis, with widened track and a lengthened wheelbase, and installed the 2.0-litre engine and transmission. This was sent down to ItalDesign in Turin, where Giorgetto would style the body and build it on to the chassis. 'During that time we would sometimes visit once a week; taking off from Hethel at 5am - it's a long old flight over the Alps in a light aircraft - working all day with the Ital' team, then flying back and getting home at 11pm.'

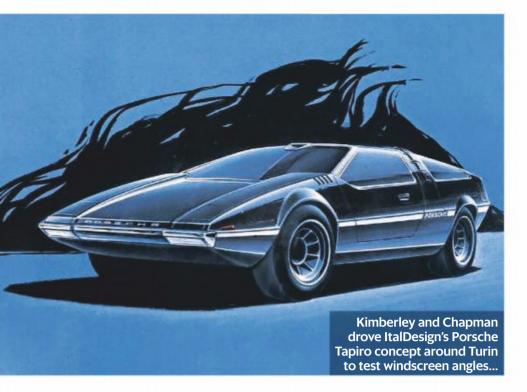
The M70 Esprit started as a series of sketches with the eventual silver show car first displayed at the Turin Motor Show in September 1972. 'It was the absolute star of the show,' recalls

Mike. After this Mike arranged for his engineers, and the designers working under Oliver Winterbottom, to live and work in Turin to turn the concept model into a basic design that could be made using Lotus's specialised production methods.

'Oliver spent nearly eight months there, and we coined a word at the time - they had to "practicalise" the concept car. It'd been designed just as a clean shape; one that was beautiful and took your breath away, but it had to be modified substantially to facilitate being manufactured by our body moulding processes.'

This 'practicalisation' was only partly successful. 'By the time it came back it needed a lot more engineering work to be done,' Mike explains. 'As an example - the styling model was without blemish. Our VARI process would shoot the body and the finished surface [bodyshell] as an integrated structure; this patented process was designed so you made the body in two halves, joined at the centreline. That meant you split Giorgetto's car in half horizontally - you could imagine the work that went into that.

'The windscreen had been styled at 18 degrees, but anything below 22 degrees and theoretically you got double image [parallax]. The A-post was leaning back so far, but it was what made the car look so fast. Giorgetto had lent us the Porsche Tapiro concept car. Colin and I drove it round Turin and got lost in a rain storm - the police eventually coming out to look for us because it was worth \$400,000 - but we couldn't see out of it because of the screen angle; the Maserati Boomerang was even worse.'









'Working on the model, Colin and Giorgetto were both determined that the A-pillar wouldn't be raised'

Mike recalls one evening late at night. 'Colin and Giorgetto were working with white plaster of Paris on the model and a couple of big files, scraping away; both were determined that the A-pillar wouldn't be raised. In the end it turned out the screen was not only flat but had a couple of ears on it at the bottom, so it actually flaps forward out towards the lower front corners left and right. I was worried we'd be able to see the bend in it, but we made one and you couldn't. It shows you the involvement of both, absolutely intense and right down to the knuckle on the details. The A-pillar stayed, and the "fast visual effect" was not lost.'

With the M50/52 workload taking precedence at Hethel, and limited resources, the M70 project was carried out at nearby Ketteringham Hall by a tiny team working twenty-four-seven under the direction of Tony Rudd and Colin Spooner. With the red pre-production prototype running, it returned to Lotus Cars for further refinement and development in readiness for manufacturing and sale. 'We were all very pleased with the Esprit; it was very, very good and the reaction to it extremely positive. Lots of orders were coming in, and lots of people worldwide wanted to drive it. Overall, it was a stunning success.'

Mike cites the Turbo Esprit as the first big step-change in model's evolution. 'In late 1976 Colin [Chapman] and I agreed to re-establish Lotus Engineering as a client-based business. I secured the Lotus Sunbeam Talbot project and John DeLorean approached Colin. We were also doing a lot of work relating to turbo lag for clients. With the Turbo Esprit, Graham Atkin and Martin Cliffe achieved a radical change in driveability and elimination of throttle lag that set a new worldwide standard of turbocharging. Journalists rated it the best turbocharged car ever.

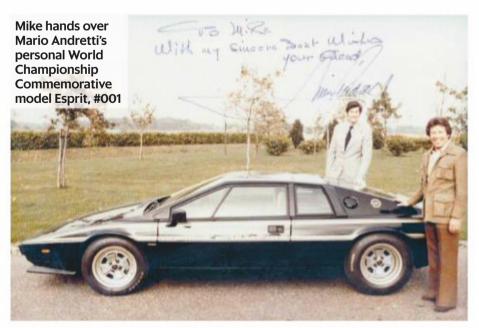
'It was also the first Esprit where I won my long-standing engineering battle with Colin and implemented a twin wishbone



rear suspension, which brought improved levels of refinement, ride and handling. Using driveshafts as the upper wishbone on a mid-engined car might have been cost-effective, but it certainly inhibited the ride and handling capabilities.'

The second step-change in the Esprit timeline, he says, was the Peter Stevens re-style. 'The folded paper original was fundamentally a beautiful clean shape, but - like the Porsche 911 - it lent itself to being evolved. Peter Stevens and Colin Spooner did a fantastic job of softening and updating the original, and it was incredibly successful - we were selling 450 Esprits a year before the restyle, but sold 1058 in the first year after.' This was an extremely successful low-cost, fast-to-market project that firmly established the Esprit as a long-term winner.

Of course the Esprit's legend wasn't built purely on styling and engineering; the silver screen has also had a part to play. 'The movie appearances were some of the biggest advantages we had,' says Mike. 'As a tiny company we didn't have money for advertising, our policy and philosophy was to get maximum bang for the buck. PR was absolutely key and in Don MacLauchlan we had the most fabulous PR manager - so professional, so dynamic and full of ideas. I can't speak highly enough of him.'



It was Don's idea to approach Cubby Broccoli, famously putting an red pre-production Esprit outside Pinewood Studios to arouse executives' curiosity. 'It was incredible how he persevered,' says Mike. 'Eventually he got a meeting and it went into the







'In *Pretty Woman*, Gere was

James Bond 007 films. We never looked back from that - it was literally worth millions of dollars of free advertising. It wasn't just a one-shot thing, because it's gone on forever. Every time a Bond movie with an Esprit came out, you could see the sales increasing?

It was a similar case with the X180 Turbo SE in the film Pretty Woman. 'After the first screening, the next day we took five

orders in Hong Kong for the exact same car! In the film Richard Gere's character was merely going to pick up Julia Roberts in the car, but Don and I explained how a stick shift could make an interesting bit of repartee between them and wrote most of the resulting conversation.

showing came in the thriller Basic Instinct and Mike remembers being called on to the set. 'I was on my way to a race in the Golden Gate area of San Francisco at Sonoma Raceway - where Paul Newman, Doc Bundy and Bobby Carradine were racing Esprits for us - and I was informed that a stunt lady had rolled the black Esprit down the studio cliff. The insurance company wasn't happy and asked me if I could see whether it needed to be written off or not. Luckily she was okay and, while it showed that the Esprit was

good after dropping a long way onto its roof, I did have to.' As with the other appearances, it was advertising manna from heaven. 'I think only Aston Martin has achieved a similar level of publicity, promotion and free advertising as Lotus did with the Esprit.'

Mike had just taken over as President and CEO of Lamborghini when the V8 Esprit finally landed. 'I thought "whoa, really great,

> what Lotus has been trying to do since 1973, and started again in 1978/'79 before the second oil crisis stopped it."'

> In 2005 he returned to Hethel, again as a Group Director and then CEO. Incredibly, the Esprit had only just ceased production. 'I'm very proud to have been a part of it, and to

have gone back to initiate and create the Evora,' he says. 'My only disappointment is that in the draft business plan of 2006/'07 there was a new Esprit with a V10. It would have been a fabulous car.

'That said, the Esprit's enduring legacy is a testimony to two creative genii - Colin and Giorgetto were just so comfortable working with, and so respectful of, each other - and to the perseverance and determination of Lotus Cars and all the great people who've worked there.'



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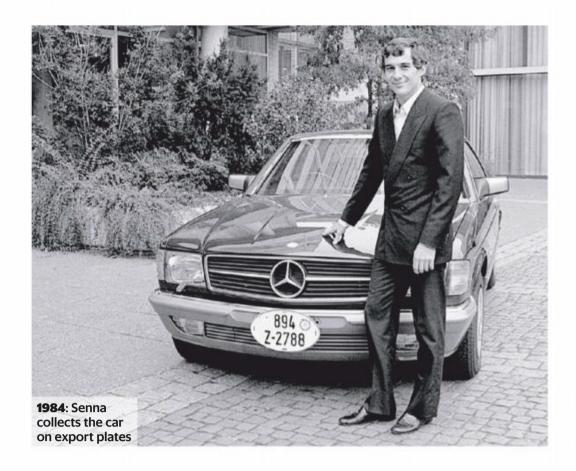














[Life Cycle]

The life story of a Mercedes SEC

This 500SEC went from businessman's express to dilapidated relic after being bought new by Ayrton Senna. Its owners since tell its tale

Words RICHARD MASON Photography LAURENS PARSONS/RICHARD PARRAMINT

October 1984 - Senna collects his £26,000 Mercedes

Ayrton Senna da Silva, fresh from his maiden F1 season with Toleman, collected his new Mercedes 500SEC from Stuttgart on 11 October 1984. With his chosen options and a 30% discount Mercedes offered to GP drivers, it would have cost him around £26,000. He must have blinked on seeing an economy gauge in his latest acquisition – a formidably fast car that Mercedes had tuned further for this yet-to-be-iconic racing driver – but all SECs had them. The car wore its oval German export plates until arriving in England in November 1984, when it was was re-registered B59 GJB.

The purchase coincided with Senna signing for Lotus. Bob Dance, a long-serving Lotus mechanic, has good reason to remember Senna arriving in Norfolk to sign his contract. 'Senna turning up in a 500SEC was a bit of a statement. These were expensive cars and he was still regarded as a rookie. We racing mechanics decided to test his mettle - while he was inside conducting business, we jacked up his SEC just enough so it didn't appear to be off the ground. We were confident he wouldn't notice, and sure enough after the meeting he jumped in and gunned the engine. The rear wheels span wildly, the car rocking on the jacks. We creased up with laughter. Senna just sat, engine idling; the atmosphere grew tense. Sensing the joke was turning sour we lowered the car and he sped off without a word.

'Next time we met him was the Brazilian Grand Prix. To our surprise he offered us blue sweets. Anxious to please, all us mechanics happily took them. As we sucked on the hard boiled sweets our mouths turned blue. Senna roared with laughter saying, "You'll be pissing blue for days!"'

Chris Dinnage, now team manager of Classic Team Lotus, travelled with Senna in the SEC. 'I went to Donington with him in it once and if my memory serves me well the seatbelts appeared out of nowhere on an arm from behind the seat. That was the first time I'd seen that. It was in 1985 and I was 24. I travelled with him a few times over the three years he was with us and I never felt apprehensive, either on the road or around the track. Driving on the road with him was normal, we went from A to B, it wasn't a race.'

Motor sport journalist Nigel Roebuck recalls encountering Senna near Brands Hatch on the A20 section nicknamed 'Death Hill', with a roundabout at the bottom. 'It all happened in a few seconds, yet it left a lasting impression. Glancing in the mirror a Mercedes is bearing down on me, then hurtling past towards the roundabout. I thought what's he doing, because he wasn't slowing. As it came past I recognised Senna. I was lost in admiration as he drifted the SEC through the roundabout; it was beautiful to watch. The back out but it wasn't a slide. There was no blue smoke or









screeching of tyres. I must stress it wasn't dangerous because there was no-one else on the road. Senna had a spatial awareness that few drivers have, it's something they're born with. I saw him other times driving the SEC but it was always in traffic.'

Bob Griffiths was, and still is, a paramedic at Snetterton. 'I remember the Mercedes because in those days there weren't many nice cars around. Senna's car was a bit of an event and he took a lot of stick from the pit crews over it. I remember them gathering around it and saying "why spend all that money" - it was a big chunk of his salary. My wife took a photo of him sitting in it with his feet up on the dashboard.'

F1 enthusiast Richard Parramint also snapped Ayrton testing at Snetterton, incidentally catching shots of the SEC. 'I remember the day so well, 12 March 1986. This was the shakedown prior to the Brazilian GP, plus a JPS publicity photograph session. I was working for an office equipment company in Norwich, and Snetterton was one of my customers. March at Snetterton is never the best weather-wise, and I found Ayrton hanging around the radiator of the Volvo transporter trying to get some warmth.

'After a break in testing I spoke to him about getting one of his helmets - if you don't ask you don't get - well I didn't. He explained that his old helmets went to his charity in San Paulo but he said, "Come with me", and took me to the boot of his SEC. Opening his briefcase he offered a small helmet badge, explaining that I was the first recipient of one. At the end of

'Senna's car was a bit of an event and he took a lot of stick over it – it was a big chunk of his salary'

the session, as he was getting into the Mercedes he looked around, spotted me and threw me his JPS cap shouting, "Not a helmet, hope that's OK?"

One item Richard's photos capture are the poverty-spec steel wheels with domed plastic hubcaps; it's surprising he didn't stretch to the optional 'Mexican Hat' alloys. The build sheet specifies a limited-slip differential, electric sunroof, cruise control, luggage nets on rear seats, air conditioning, outside temperature gauge, Becker Mexico radio/cassette and the passenger seat electrically adjustable with memory - standard on the driver's side. In the photo the SEC's antenna is extended; perhaps he's listening to Desert Island Discs as he escapes the Norfolk chill.

Service invoices show a first service at 5792 miles on 23rd May 1985 by Rivervale of Pangbourne, Berkshire costing £44.20. By the time of the next service at 13058 miles on 20 August 1986 the car had a few problems - exhaust leak, wheel vibration, driver's window slow to operate; total cost to rectify was £258.26.

Senna's ownership ended when he relocated to Monaco, and B59 GJB was sold into the dealer network, maybe Woking Motors of Walton on Thames, the Mercedes agent that had completed the last service.

Trevor Reeves buys B59 GJB on 6 November 1986

Trevor Reeves was an unlikely owner because according to his wife Tracy, 'Normally he never bought

second-hand cars and at that time Senna wasn't famous. My husband bought it simply because it was a lovely car. He part exchanged his Porsche Turbo for it through a dealer outside London, possibly Surrey.'

Trevor suffered a near-fatal skiing accident seventeen years ago and his memory is hazy, but Tracy recalls, 'It was one of many exotic cars we had that carried one of our personalised plates, in this case RRN 1T, the initials of Trevor's advertising agency at the time - Reeves Robertshaw Needham. Before that Trevor worked for Saatchi and Saatchi and became one of Margaret Thatcher's speech writers. It's unlikely she ever rode in the car though; usually she sent Trevor notes on what she wanted to say and he turned them into speeches.

'Originally we kept the car in London although we made trips in it to the South of France. On moving to Gloucestershire in 1987 our local architect, Robert Hardwick, became acquainted with it. Eventually we sold it to him with the RRN1 T registration.'

8 January 1990 - Robert Hardwick pays £25,000

Like the previous owner, Robert bought the car simply because he liked it. 'I must have paid about £25,000. But it was a beautiful car. I think Trevor Reeves added chrome wheelarch trims and presumably had the steel wheels upgraded to 15in alloys. That's how the car was when I acquired it. I used the SEC daily for business and pleasure, putting about 160,000 miles on the clock. When I bought it the mileage was modest, 30,000 at most. During my ownership I only

had normal maintenance done. It was a good car. By the time I decided to part with the car Senna was famous, so it went to Sotheby's auction. I only sold it because with a growing family I needed something more practical. Sotheby's put an estimate of £11,000-£13,000

but regrettably I had to accept a bid of £10,000.

Laurence Edscer pays £10,000 at auction in July 1999

Says historic racing driver Laurence Edscer, 'I'm a dealer in F1 memorabilia so the SEC was a piece of stock. I bought it blind at Sotheby's Brooklands Auction on Friday 16 July because I was away racing at Spa that weekend. Leaving a bid below the estimate I was surprised to find myself the new owner. In 2002 I tried to sell it for £20,000 but couldn't get it.

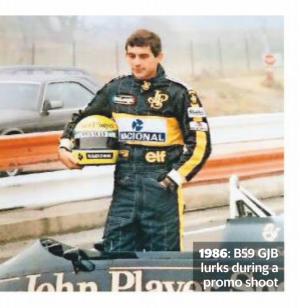
'Reinstating the original registration was important for the provenance matching the documents that came with it. The handbook had additional pages with typewritten details of the modified camshafts, but nothing showing the revised power output. Had I found a photo of Senna in it, this would have enhanced its provenance. Any photos are likely to be at Snetterton where he tested.' And how right Laurence is, but he never knew they existed.

'In 2002 I moved to Carlyon Bay, Cornwall, and the car was there most of the time. I displayed it once at a Senna Weekend at Donington in June 2003. It was a super car to drive - no drama, floor the throttle and it just went, no wheelspin, nothing. I didn't drive it that much but when I did I just had to drive it quickly; you got in and you just had to go. I remember a hill near St Austell with a series of bends and when I got to the bottom the brakes were almost on fire. To chuck it

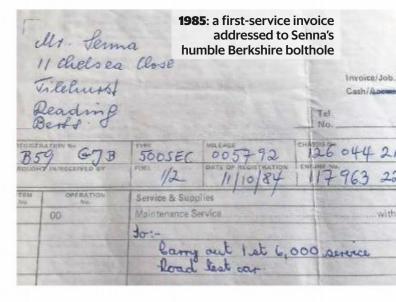














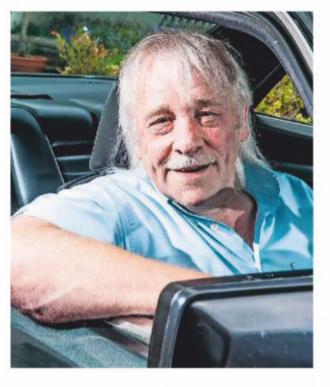












'When we jacked it up we found a spare key taped to a crossmember. When dad died we put it in his coffin'

about was a pleasure and good practice because my race car was a 1965 Mustang. By the time I did sell it in June 2006, it was rusty and the interior was rotten because of damp, but the rest of it was ok. With hindsight I could have looked after it better. I lost money on it despite trying to raise its profile. I sold it to some chaps from Wales and never heard of it again, until now.'

Mike Bruno buys it for £9150 in June 2006

Says Mike Bruno, 'I was sceptical at first when I saw the ad, but I decided to go for it. I paid £9150 on 21 June 2006, including £500 delivery because it wasn't in a fit state to drive. My dad helped with the purchase, but sadly never lived to see the car fully restored. When we jacked the car up we found a spare key taped to a crossmember under the engine – not the place to hide a key. When dad died we put that key in his coffin.

'There's only one Senna SEC. Sometimes I just sit in the car and hold the steering wheel – I never lose sight of the fact that this is his car. I wish I'd met him. Me and dad thought it would take a year to restore but it took five; that's about five thousand hours' work. I did nearly everything myself apart from the respray.

'It was damp and full of leaves, the seats and headlining had rotted, even the instrument binnacle was mouldy, beyond repair. I bought a donor SEC to provide interior items, replacement sills and rear screen. The steering wheel and Becker radio are from Senna's time and all body panels are original. We took it back to bare metal and repaired the rust, and the finish now is better than factory. We repaired and powder-coated the suspension parts. Apart from a strip on the bootlid the chrome is original.

'Matching velour trim isn't available so we opted for the black leather seats and carpets from the donor car. I've fitted AMG wheels, because in my opinion they suit the car better. The engine needed nothing, even with 190,000 miles on the clock. However, as time's gone on it's required relays, coil, HT leads and a new timing chain. Valve stem seals are next on the list because it smokes a bit, and the gearbox is not shifting properly so a refurbishment is on the cards too.

'I'm scared the car will get hit so I only do about two hundred miles a year in it; I use a transporter for exhibitions. In 2017 I took it to the Mercedes-Benz Club's first SEC Day at Mercedes-Benz World near Brooklands. It was displayed beside the SECs of two other world champions, Keke Rosberg and Nigel Mansell. Mercedes then had the car for three months in its museum. This year is the 25th anniversary of Senna's death so I took it to the SEC Day at Blenheim Palace.'

What's it like to drive? 'I've had SECs before but this one's different, it has a bark. It's much livelier and I had it up to 140mph on a rolling road.

'I'll never sell it. Where else could I get a car owned by the greatest racing driver ever. It's part of our family.' Current owner Mike was the first to do justice to the SEC's provenance, lavishing thousands of hours on reviving it





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This Impreza nearly delivered, then ultimately cost, Colin McRae his second World Rally Championship. We drive

Words SAM DAWSON Photography JONATHAN FLEETWOOD

it at maximum attack and relive victory and defeat





olin McRae was Nigel Mansell on gravel. In the early Nineties both men ended painfully long droughts of British success with championship wins at the highest level of their respective motor sports in a uniquely British style. In an era of seemingly superhuman multi-title winners with effortlessly clinical driving styles and urbane, corporate interview manners, they made us feel every bone-crunching barrier impact, every radiator-perforating disappointment. Sainz and Kankkunen, Senna and Prost - they made it look easy. But through brawling for every point, bouncing back from every setback, and delivering it to us via an adoring media with characteristic dry wit and gallows humour loved by fans but tooth-gritting to PR people, this British pair left us in no doubt that becoming World Champion was, in fact, bloody difficult. And thus utterly heroic.

I'm feeling somewhat overawed as I put my helmet on and negotiate the carbonfibre-clad roll cage of this Subaru Impreza WRC that Colin drove in three events of the 1997 World Rally Championship season. My first sight of a yellow-on-blue Subaru Impreza came on a chilly Welsh forest road in 1993. Colin was ahead in the Network Q RAC Rally, trading stage wins with Juha Kankkunen's Toyota Celica GT-Four, tantalisingly close to defeating the Finn with this previously unknown Japanese weapon.

An unfortunately-placed rock in Wauchope forest two days later brought this run to an end, but that didn't matter. My generation had a new set of icons - Colin McRae, the Subaru Impreza Turbo, and the pre-tobacco ban 555 livery of Prodrive.

As I wedge myself into a bucket seat that bears Colin's name, shaped to hold him and him alone in place behind the wheel, I start to feel apprehensive. Is it the car itself or the win-or-crash reputation of its driver that's intimidating me more, as I eye the muddy gravel ahead. Do I deserve to be here at all? I've driven this car before, in pixel form on a computer game called *RAC Rally Championship*. I never dreamed, as a 15-year-old hammering a keyboard prompting digital Colin into a powerslide through Grizedale Forest, that I'd ever be in this position for real.

'It feels like a silhouette device only made to look like the Impreza P1'

This 1997 machine is from the first year of the World Rally Car rules, aimed at reducing costs for manufacturers and increasing participation by eliminating the need to include items like turbochargers or four-wheel drive systems in their homologation specials as required by the outgoing Group A legislation. Turbocharger air restrictors were also mandated, aimed at preventing a Group B-style power war, but this car still feels very much like a silhouette device only made to look like the shortwheelbase Impreza P1 from which it derives its Sport Quattro-like truncated bodywork. Rally-thoroughbred heavy-duty tubing and cooling mechanisms glare beneath vent holes that don't even bother with protective mesh. Its muscles are ripping through its clothes. Its arches bulge wide to cover its gravel tyres. Not even Colin was satisfied with its widened track, requesting Prodrive's engineers narrow it after half a season wrestling with the Impreza WRC. They duly did, and when it was pointed out in a press session ahead of Rally New Zealand that the arches were still very wide regardless of where the wheels sat in them, McRae quipped 'It's only bits of pressed tin. You can reduce them in size quite quickly!'







Colin Mcrae's Impreza

As I switch both fuel pumps on and hit the ignition button, I'm expecting an unruly beast with a knife-edge clutch and a switch-like throttle, near-impossible to meter through pedals sprung like bear traps. A deep, aggressive, serrated throb erupts around me, the bare metal and carbon-fibre cabin echoing the din all over the place. This deafening noise is part induction roar, part flat-four pulsation, part exhaust chatter, and it's coming at me from every direction. I prod the throttle to get a sense of the pedal's travel and progression, and there's a new sound to add to the cacophony as the massive steelturbine, 69mm-compressor, anti-lagged IHI RHB turbocharger, whistles in far lower down the rev-range and much more urgently than any road car would dare. What rpm does it kick in at, exactly? I've no idea. The rev counter and speedometer are stark electronic bar graphs designed solely to tell me when to change up a gear, its glow changing from cold blue to angry red when it's time. Precision measurement is outsourced to marshals with timesheets.

I get it into gear with a firm shove – even so, the very short-travel lever doesn't quite feel like it's slotted home even though it is – and the noise gets louder still as screaming straight-cut gears join the chorus. I ease off the clutch and hope I don't stall.

I haven't. Instead, the Impreza proves extremely easy to rocket through the gears so long as you're assertive. Torque slams me back in Colin's chair as turbocharger, gearbox and exhaust all howl together, each upshift accompanied with a slight shimmy from the rear wheels, revs leaping violently between gearshifts. Pebbles are ricocheting off the underside and the middle of the track is marked with a muddy bank. I'd think twice about flooring a hot hatch down terrain like this, let alone a full-blown competition car.

I'm rapidly approaching an urgent 90-degree left-hander, and I stab the brakes in anticipation. There's no ABS, and I worry about the big discs locking up and turning the Impreza into an out-of-

'Point the nose, apply the power, and it changes direction like a single-seater'

control bowling-ball. But instead of understeering unstoppably into certain bankruptcy, I suddenly realise that the car wants to work with me. Powering through the bend, all four wheels grip hard on the slippery ground. The steering is disarmingly urgent, almost all the movement required for anything short of a 180-degree hairpin available within a quarter-to-three grip with no need to shift my hands from their positions. Just point the nose, apply the power, and the car changes direction with the precision and immediacy of a single-seater racer. All on boggy, storm-pulverised gravel.

Armed with the realisation that the car wants to help me get the best from it, I feel I can start taking a few liberties. Barrel hard into a corner, mash the throttle pedal before the exit line is quite straight enough, and the car twitches sideways, sending gravel flying. And yet the combination of steering speed and sharpness, the

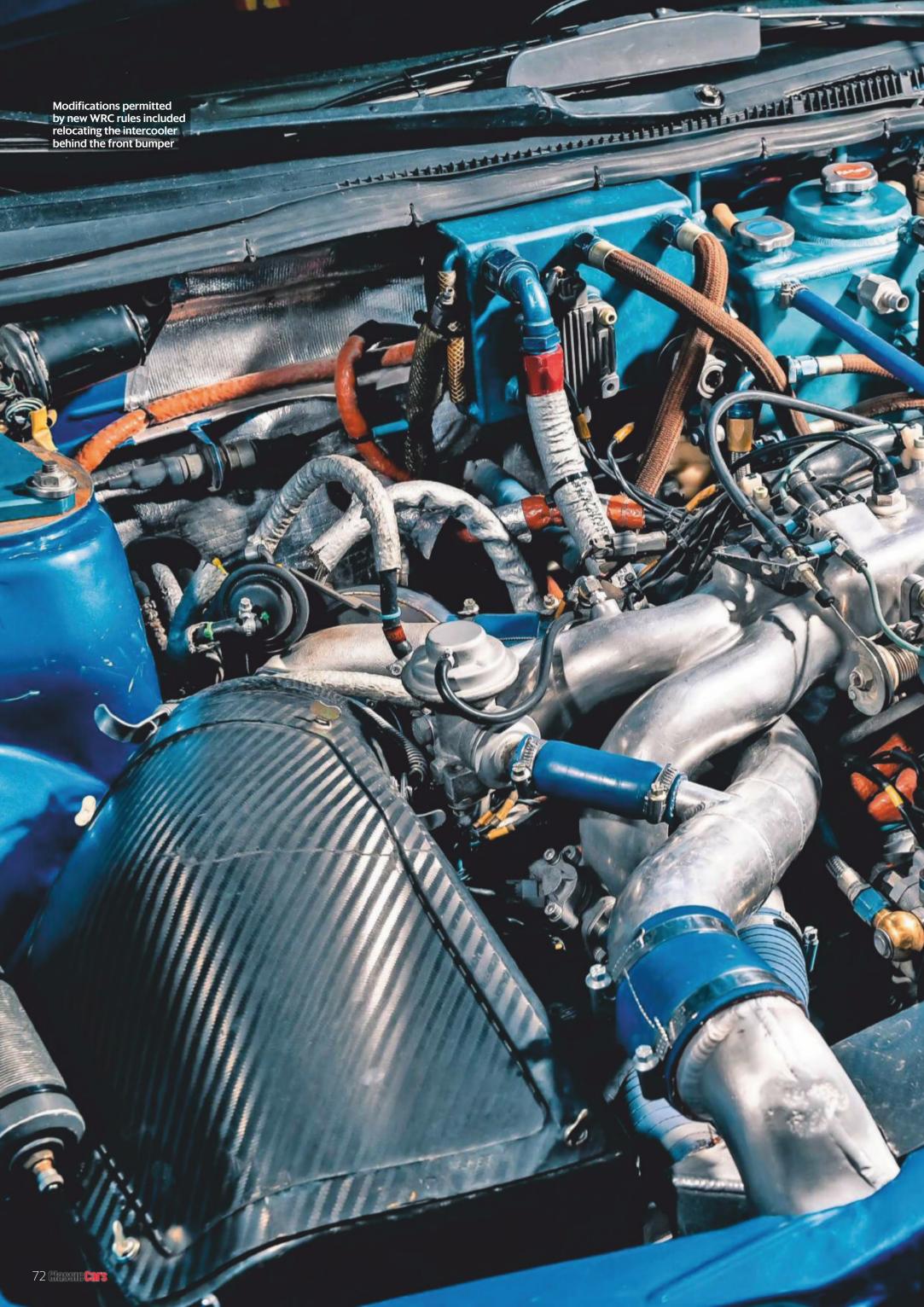
RUNNING THE SUBARU IMPREZA WRC



'There's actually nothing particularly unusual required to run a WRC car,' says Marcus Willis, who looks after the Impreza for owner Max Girardo. 'After all, it's designed to cope with extreme circumstances, so running it as a road car is no bother – Max used it as his weekend car for a while.

'However, you have to keep a keen eye on temperatures and pressures, and be careful not to over-rev the engine – the extensive onboard diagnostic system gives an immediate flight-recorder-style report as to how any mechanical failure might have happened. It takes some pretty specialist spare parts – thankfully BGM has a stockpile – but it's worth saying that of all top-level competition cars, those contesting the WRC are the only ones with a V5. You can't even say that of BTCC cars!'







compliance of the hydroelectronically controlled active differentials - which lock automatically when slip is detected unless overriden by the driver - and the sheer grip of the gravel tyres mean any slide is easily controlled, either arrested or manipulated to my advantage.

As I hurtle towards a water-splash of indeterminate depth, I find myself eyeing the windscreen wipers. They look remarkably standard, like the sort of thing you'd buy at Halfords, not some heavy-duty, painstakingly developed items pushed down by aerodynamic blades. And yet they still manage to sweep the bow-waves of filthy water neatly off the screen.

Brakes that worried me initially with their lack of an antilock system in a car so powerful soon reveal themselves to be reliant and faithful. But as with everything else with this car, you need to be firm and decisive with them and they'll work with you to provide what you want. Including a World Rally Championship.

For a while, things looked that way for Colin McRae back in 1997. Always thrilling to watch in a heart-in-mouth, will-he-do-it manner, Colin had clinched the 1995 WRC title in front of home fans - myself included - at the season-ending RAC Rally despite severe suspension damage to his Impreza, leading teammate Carlos Sainz to a Subaru one-two finish. A torrid 1996 followed, marred by crashes, a motorcycle accident, the departure of long-term navigator Derek Ringer, a \$75,000 fine from the World Motor Sport Council for speeding through a service area in Argentina, and the dominant arrival of the Schumacher-like Tommi Mäkinen in the Impreza's mechanical nemesis, the Mitsubishi Lancer Evolution III.

In 1997, McRae was on course to seize his second WRC title, and also silence the less partisan critics of the international motor sport scene who'd chided him ever since his car-wrecking antics in the late Eighties with Ford. He had to prove the disastrous 1996 season was a blip, not a return to the bad old days, no matter how entertaining he might have been to watch at times.

Alongside ex-Kankkunen navigator Nicky Grist, McRae first climbed aboard this Impreza WRC on 1 March 1997 to take on the rally most likely to test the abilities of any rally driver to their limits - the Safari Rally Kenya. Grist worked with McRae to develop a new style of pacenotes for the rally, McRae previously preferring minimal description, describing complexes of bends rather than a

'McRae rotated his body anti-clockwise and relieved himself at 100mph'

feature-by-feature commentary. The pair came up with a one-to-six grading system for corners, a four-level description for terrain roughness, and single words to warn of potential car-wrecking obstacles like rocks and ditches.

Also new to McRae's Prodrive entourage was a fitness coach who insisted on the team hydrating themselves much more in the Kenyan heat. In the midst of the rally's first stage, having pre-emptively drunk a huge amount of water, McRae was desperate for the toilet. Unable to stop the car, he changed into sixth gear, undid his belts, jammed his right foot on the accelerator pedal, told Grist to take the wheel, rotated his body anticlockwise and proceeded to relieve himself in the direction of the driver's door as the car sped through the desert at 100mph. Grist had to guide the car through two tricky corners with McRae in this state. At the end of the stage, it transpired that Mäkinen had retired with transmission failure, and McRae and Grist had actually set the fastest time by a clear three minutes. It was a lead they maintained throughout the brutal event.

The next time McRae used this car, for the Rally Argentina, he was fresh from a win on the punishing tarmac of the Tour de Corse,



which had seen Mäkinen retire again. The playing field seemed even, McRae starting just two points behind Mäkinen, winning ten stages, and finishing second behind his rival.

Then the mechanical failures began. Steering failure dropped McRae out of the Acropolis, a cambelt snapped in New Zealand and an engine problem took him out of contention on the 1000 Lakes. If he scored podium finishes on every remaining rally of the season, he could still theoretically beat Mäkinen. At home, gazes fixed on our televisions for *Rally Report*, we dared to dream. This car, with a win and a second place to its name, seemed like a lucky bet that would give McRae and Grist a fighting chance on the pivotal Rally Indonesia.

McRae soared into the lead, maintaining a running first place with decisive performances on the first ten of the rally's 22 stages. On stage 13 at Gunung Para, Mäkinen retired with a holed radiator. McRae's path to regaining his championship was clear.

Yet less than an hour later, on a Goodyear-sponsored special stage. McRae clipped a rock that damaged

stage, McRae clipped a rock that damaged his radiator too. With the car still running, he persevered to the next rain-lashed jungle-clearing service halt, but it was too late. Flames roared through the crumpled bonnet's vent; the title charge was dead.

In sister Prodrive Impreza WRCs, McRae sealed the 1997 manufacturers' championship comprehensively for Subaru, scoring straight and faultless wins in Australia, Sanremo and on the RAC. Mäkinen took his second driver's title with 63 points. McRae's total stood at 62.

McRae might have missed out on the glory of a second WRC title - a remarkably similar series of events was to follow with

Ford in 2001 as well - but by this point he'd made the transition from cult hero to national treasure. The big-selling computer game that Christmas was *Colin McRae Rally*, its front cover featuring this Impreza flying to victory on the Safari.

In 1998, he confirmed his multi-disciplinary driver credentials once and for all by winning the Race of Champions. Not long after, he appeared in an infamous round of 'Feel the Sportsman' on the BBC's high-profile comedy sports quiz *They Think It's All Over*, which saw a blindfolded Rory McGrath and Gary Linekar showered in mud as McRae and Grist arrived on stage to rapturous applause. Not even Roger Clark received this level of broad public recognition.

And the car? In October 1997, before McRae had even finished his title charge, the fire-damaged Impreza was returned to Prodrive for repair before being sold to works-backed Italian Subaru team Amont, where it entered various tarmac rallies in the hands of assorted privateers including Markku Alen, who brought it home

fourth on the 2001 Costa Smeralda. However, its final moment of front-line glory came on the 1999 Rally di Monza. Former Ferrari F1 driver Ivan Capelli, navigated by Dino Zanatta, took the wheel of this Impreza and ran Renato Travaglia and Flavio Zanella's Peugeot 306 Maxi to second place by just one second. The pebble rash on this car's flanks attests to a life of continuous, nailbiting drama. Long may that continue.

Thanks to: girardo.com, BGM Sport (bgmsport.com), and Silverstone Rally School (silverstonerally.co.uk) for the use of its special stages

1997 Subaru Impreza WRC

Engine 1994cc horizontally-opposed four-cylinder, dohc per bank, Subaru-Prodrive electronic fuel injection system, IHI RHB52 turbocharger Power and torque 310bhp @ 5500rpm; 369lb ft @ 4000rpm Transmission Six-speed manual, four-wheel drive, electro-hydraulically controlled differentials Steering Power-assisted rack-and-pinion Suspension Front: independent, MacPherson struts, coil springs, telescopic dampers with external reservoirs. Rear: MacPherson struts, longitudinal and transverse links, coil springs, telescopic dampers with external reservoirs Brakes Servo-assisted discs front and rear Weight 1230kg Performance Top speed: approx. 120mph; 0-60mph: 3-3.5sec depending on gearing Fuel consumption n/a Cost new n/a Approximate value now £450,000

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'm not blind, I just can't see,' asserts Andrew Komosa as he squeezes past his tightly parked cars in one of two modest timber garages. Glaucoma robbed him of his sight at 27 when he was a budding classic car collector and amateur rally navigator. But this hasn't held him back. He warns me not to bang my head on the lift which allows for double stacking.

'I have owned about 150 classic sports cars. I have a spreadsheet, but it only goes to 90 because I'm struggling to remember the rest. In short, there have been 11 Ferraris, 20 Lotuses and a similar number of Porsches, plus three replica

Cobras, four replica GT40s, a Jensen Healey, a TVR Vixen, TR7s by the score including three V8 rally cars, a number of Subaru rally cars, loads of rally Escort MkIs and IIs, plus a Rolls Silver Shadow.'

Anticipating my next question Andrew continues, 'I hear people at car shows saying "What does a blind person want with a classic car?" But to me it's the silhouettes, curves, air ducts and grills that give a tactile feedback that sighted people miss. Plus the smell of the cars, the noise of the engine, and I like polishing them. Even though I can't see I use buffing machines with T-Cut. After doing this for 40 years you know when enough is enough; the surface is like glass. I've never overdone it. You'll sell a dirty car for less than a good car. I've made a profit on 90% of my cars, and that's how I afforded my current GT40.'

Ford GT40 MkI

It may be only 40 inches tall but the GT40's presence is felt. We have to start here. 'Sitting in one at the Cranleigh car show, as I felt it I thought, "Oh my, I remember these." My hands moved over the sculpture and all those air ducts, I fell in love with it. This was 2007. That led me to own four replicas, but I wanted the real thing. I couldn't afford one so I decided I would collect enough

original parts to build my own. Although it's original in so far as it comprises original pieces, it's not an original. For example the windscreen has the year of manufacture 1967 etched on it but was only added to the other original parts in 2016. The body was first used on the Essex Wire entry for Le Mans in 1966, driven by Jacky Ickx and Jochen Neerpasch. It then passed to the Sid Taylor Team, driven by Denny Hulme in 1967. It even has a plaque on the dash signed by Sid Taylor and now it's in that livery.'

'It's taken me ten years to collect all the bits. After three I had enough parts to send to a garage in New Zealand who had built thirteen others. Additional bits – like the bag tanks which alone cost £7000 – were sent when needed. I paid for much of the car by trading other classics until I had enough money. In total I needed just over £350,000. It took another seven years to finish because the NZ outfit, which also does Jaguar D-types, was very small, employing only three to five staff at any one time. I thought it would take 18 months. But now every time I feel round it I think what they've done is amazing.'

Surely all the parts can't be original? 'Any parts that aren't original are period style. For example the water temperature gauge was made five years ago, but to the original blueprints. The speedometer comes from the GT40 press car and shows 23k, of which 22k were covered in the press car being driven by the likes of Denis Jenkinson. The fuel cock is identical to that on a Supermarine Spitfire. At Le Mans each GT40 had a coloured light to show which car was which; they were surplus from Lancaster bombers because they used the same system of colours - mine's orange. Irving GQ seat belts are from a Lightning jet fighter because these were used originally; they cost £3500. The interior mirror was manufactured by Lucas, identical to the Mini Cooper. Notice that the original wheel spinners, held on by lock wires, are dented where the race mechanics had hammered the spinners on. Of course the engine is an original 4.7 litre from 1965. When I sit in this car I know the history of every part.'







'I couldn't afford a GT40 so I decided I would collect enough original parts to build one. It took ten years'



'It arrived back in August 2017 but I didn't go out in it until November, when its FIA Passport and MoT certificate were issued. My wife Debbie drives, or other people who know these cars. It's an absolute heathen, it's like being in the fires of hell. At anything under 2000rpm it's backfiring, spluttering, and in second gear at 2500rpm you're already doing 60mph. With five gears and up to 6000rpm to play with, you're talking

about very high speeds - 170-200mph depending on gearing. Above 60mph it smooths out and the suspension starts to work, turning from an ugly duckling into a swan.

'It's totally unsuitable for the road. It needs an extra fan to keep it cool in traffic. I've been in it on a few hill climbs; you can feel the potential but its true performance is never touched. The noise is phenomenal, with clattering fuel pumps, gulping air intakes, a roaring exhaust and a general row from the engine bay. Most of this is happening just behind your neck, with heat radiating into the cockpit despite the eyeball vents. It's got an extremely hard ride but the seats are comfortable. Being surrounded by 28 gallons of fuel contained in the sills, there's a constant smell. We use 100-octane low-lead from a local airfield. It's a mobile molotov cocktail; at 4mpg the fuel lasts about 100 miles.'

Unlike many GT40 owners, Andrew has no plans for historic racing, 'Most racing GT40s are modified, whereas the whole point of mine is that it's original, so it would be uncompetitive. Plus I can't afford to take the risk.'

Will Andrew ever part with this car? 'You have to remember this car was like a full-time job for ten years, getting parts from all over the world with time zones adding further complications. I've no idea how I've done it. I remortgaged the house, lots of credit card finance – I could never do it again. I have a headache just thinking about it. But I will sell it to enable me to do other projects.'

1972 Lotus Europa Twin Cam

Alongside the GT40 is Andrew's Europa, and although very different they share some similarities. Explains Andrew, 'You can see the Europa, which came out in 1966, has the same mid-engine body style. Colin Chapman was originally approached by Ford to do the GT40 design, but he didn't like V8s. I know a lot of GT40 owners who also own Europas.

'I saw a JPS one in gold and black when I was 15. I had to have one. Six years later my parents helped fund the purchase of a nine-year-old example in a sorry state. I paid £1950 and drove it home as it was. Being the Twin Cam made it special. Dad and I set about restoring it. Holed wishbones and a dodgy frame made for a lot of welding. A new front end had been fitted after a crash but the wheelarches and places like that needed more fibreglassing, which I did. I restored the interior and dad put new carpets in. I used it for a year but the nearside back wheel kept falling off. An inherent fault is that the nut that holds the spline shaft on tends to loosen itself. When the wheel comes off it takes the drum with it so you've got no brakes because it's single circuit. Luckily no serious damage but in the end I thought sod it, and sold the car to a chap called Tim in Hereford.

'Eighteen years later I wanted that same car back for sentimental reasons. Although it's the worst car in the world

it's also the most fantastic car in the world. I've had Ferraris and Porsches but the Lotus has so much character, it really speaks to me. I traced it back to Tim who hadn't used it in seventeen years, leaving it outside under a tarpaulin. The car was just as I'd left it, even the Club Lotus stickers.

'Restoration this time meant a new frame, suspension and radiators. The engine was rebuilt, luckily the gearbox was OK. A quality respray back

'I wanted that same car back for sentimental reasons. It's the worst car in the world, but also the most fantastic car in the world'

to the original colour, yellow. So that was 20 years ago. I only use it now once or twice a year but it's ready to drive.'

As we stand talking Andrew's hands are gently patting the Lotus. Of course it's special - he drove it when he could see.

Andrew demonstrates that the Eight-Track stereo still works, with cartridges of The Beatles and Stones bringing back memories. Remarking on the twin fuel fillers, Andrew explains they feed two six-gallon tanks that are connected, obviating the need for a switch as found in cars like the Jaguar XJ6.

As we inspect the engine bay it seems the Lotus badge on the rocker cover is backwards. Andrew explains the engine was designed for the Elan, where the engine would have been the opposite way round. With uncharacteristic engine positions the topic of conversation, we move to a dusty transaxle Porsche.

1981 Porsche 924 Turbo Series 2

'I bought it three years ago for only £4500 because the turbo was blown, but then I left it until now. I wanted it because it's a rare car - only 75 made in right-hand drive - and this is rarer still with factory-fitted aircon. Only 50k on the clock and masses of history meant an engine rebuild was too tempting. I've spent another £4k on it since, half of which went on a turbo from a 911, which gives more pressure. We needed a special intercooler in a custom-made front splitter to solve overheating problems. But it still doesn't run properly. My wife moves it using the starter motor.'

Talking of non runners, what about these two Tigers, one in the garage and the other outside under a tarpaulin?

1965 Sunbeam Tiger

It's not only Andrew that has a passion for classic cars. Debbie is a big fan of the Tiger. They decided to track down a project car, eventually finding a video of one for sale in the USA that Debbie described to Andrew in detail.

'The engine sounded good, and the car didn't appear to have any rot. We bought it but when we collected it at Southampton we found the floor was completely glassfibre. Awful condition. The interior is all right and the walnut dash is still good. The vinyl seats have some seam splits but it won't be reupholstered - I want to retain the patina. The engine is basically a Cobra V8 MkI of 4.2 litres. It's been a helluva journey and recently it got worse when the restorer went bust. It's taken months to retrieve the car, and it's in bits and in places rusty again. Eventually it will be resprayed in Forest Green to go with the Panos wheels. I guess I've spent £30,000 so far including buying the donor car that's outside. It needs another £8k-£10k to finish.' Stacked in the corner of the garage are the doors, engine, transmission, and seats - all silent witnesses of the project from hell. Andrew is keen to move on.

THE COLLECTION IN FULL

1965 Sunbeam Tiger 1966 Ford GT40 1968 Jaguar E-type Series 2 4.2 roadster 1972 Lotus Europa Twin Cam 1981 Porsche 924 Turbo Series 2 2004 Porsche Cayenne 3.2 2006 Mazda MX5

2006 Mazda MX5

'To me it's a new car, I've owned it just over a year. My secretary drives me to court appearances because I work as a solicitor. It's nice to have a soft top for summer use. I bought it with 100k on the clock but it had just had an engine replacement costing £3000; a bargain. With a 16v dohc it zings, being only 1798cc. Fantastic little car, a fun machine, more importantly it's reliable.'

















2004 Porsche Cayenne 3.2 Petrol

'I bought it a week ago for £2900 in an online auction. I needed to replace my Shogun to tow the trailer. I did research and found the V8s had bore problems. The V6 engine sounds sweet even at 92k, and it'll be good to do another 100k.' I mention numbers chalked on the windscreen and door mirrors. Andrew says they're auctioneers' references. With Andrews priorities elsewhere I suspect they'll be there a while. He moves back to his little office behind his garage to show me another project.

1968 Jaguar E-type roadster 4.2 Series 2

'My latest project is a barn find and unfortunately still in the barn, and in bits, where it's been for the last 30 years. I can only show you photographs. It was last on the road in 1978. Although a matching-numbers car, the engine is well past its best and is in several pieces all over the barn. A mechanic was doing restoration work on it but the owner couldn't pay the bill and gave the car to the mechanic, who transferred it to the barn in 1988.

'The engine and suspension are off but the body is in good condition. I've paid £15,000, a good price for a car whose history I know – four owners, originally registered in Stockport. The bonnet is still shiny but the repairs to the sills, made 30 years ago, need attention – I can feel the weld marks, so it'll probably need a respray.

Memorabilia

Andrew's office contains cabinets with photos, models, trophies and race programmes. Andrew explains some significant items all relating to his GT40, 'In *Autosport* magazine, July 1967, is a photo of "my" number 51 at Snetterton with Denny Hulme at the wheel winning the race. This is the body tub of my car. I also have the trophy for second place at the 1967 Martini Trophy at Silverstone.

'Then I have two models of the GT40 from 1966 in its Le Mans colours of white with the red stripe down the middle. The other model is smudged black to simulate the oil stains giving it that race scarred look. The car retired at 3am because of engine failure.

'An amazing coincidence was finding a secondhand 1967 Castrol yearbook on a stall at the Cranleigh Car Show with Denis Hulme's GT40 pictured. One photo showed the interior, which meant we could replicate the layout, even down to the Dymo labels.

The walls of Andrew's office are lined with guitars. A full drum kit sits in the corner but that's another story.

The keeper

Which would Andrew keep if it could only be one? 'I'll never part with the Lotus Europa. It's the car that I just pat every night because it's my best friend that I've known all my life. That's the car I remember seeing and driving, it's very special to me.'



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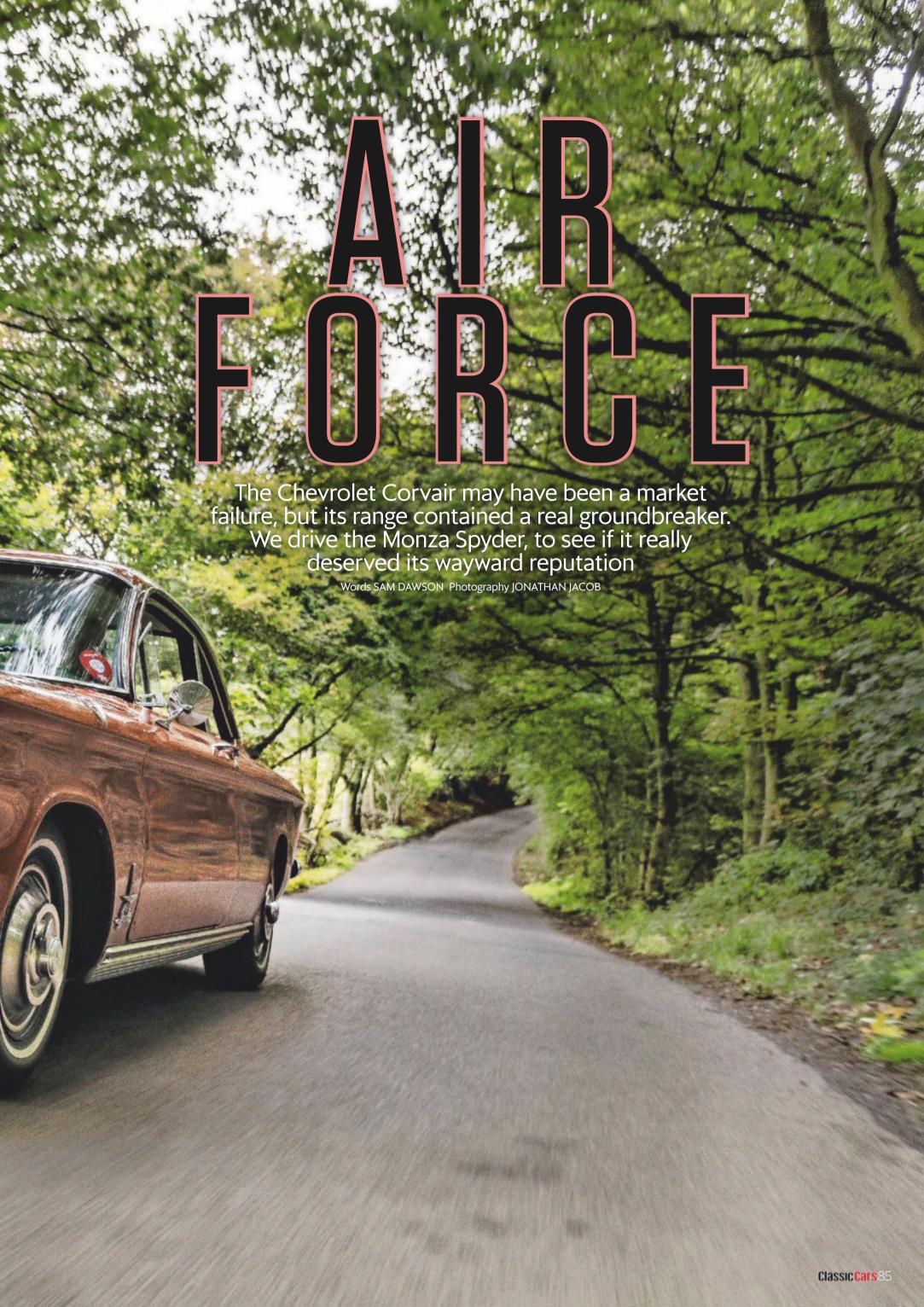
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ee if you can guess the car from the description. Rear-mounted, aircooled flat-six. Turbocharged. Semi-trailing-arm rear suspension. Limited-slip differential. Monocoque steel bodyshell. Infamous widowmaker reputation because of tail-happiness in the wrong circumstances. Initially available only as a hardtop coupé on account of concerns about such urgent power combined with a physically compromised structure. Developed into a racing car by an engineer who'd cut his teeth racing with Germany's top World Sports Car Championship team. Conceptual origins in the Porsche 356.

You're thinking 911 Turbo aren't you? And yet the Chevrolet Corvair Monza Spyder doesn't just predate Porsche's supercar, but the 911 line entirely, dating from 1962. And of course it's American, hailing from an automotive industry which, cliché suggests, was all about luxury, convenience and V8s in the early Sixties.

The Corvair? Far from being some technical Porsche-predicting groundbreaker, wasn't that the car that represented all that was bad about the American car industry, prompting safety-campaigning politician Ralph Nader to write *Unsafe At Any Speed*? Well, yes it was, but there was nothing fundamentally wrong with the Corvair's design. Rather, its early iterations were just as much a victim of the way the American car industry thought at the time as any unfortunate customers who managed to unintentionally find themselves flailing at the wheel attempting to control its wild oversteer discovered. The car itself, and its pioneering design engineer Ed Cole, were haplessly innocent parties.

Approaching this, the only running example of a Chevrolet Corvair Monza Spyder in the UK, I'm struck by how strangely rootless the design is. Its dimensions aren't particularly transatlantic – size-wise it's roughly the same as a contemporary Ford Zephyr – and there are no rocket-fins or muscle-car haunches

'It was a victim of the way the American car industry thought at the time'

to scream power or status. Only a few tiny badges tell bystanders it's turbocharged. There's a tiny hint of Cadillac in its twin chrome-backed headlamps and jutting brow, but with no front air intake it looks more like a gigantic Renault 8, Hillman Imp or NSU Prinz 4. Then bear in mind that those crisp examples of Sixties modernity all copied Chevrolet. Only the boomerang-shaped chrome A-pillar dates its origins to an American drawing office in 1959. If someone told me Giovanni Michelotti had designed it in Turin in the Sixties, I'd have believed them.

Before I climb aboard, I take a look at the tail. There's a strong hint of Corvette to it in its boat-tailed profile and rows of circular taillights. But those long rows of engine-cooling louvres along the rear deck are pure European sports car. The driving position is very familiar to Europeans too. Pedals are offset towards the centre, and the big steering wheel sits upright and close to my chest. Just like, well, a Porsche. Even the instrument binnacle looks like it came out of Zuffenhausen rather than Detroit.

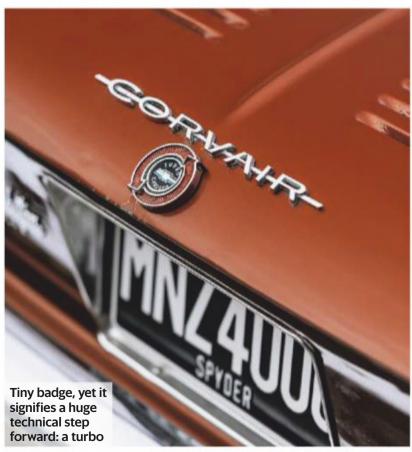
It's also reminiscent of a 911 on the turn of the ignition key. First, the starter motor whizzing into life somewhere behind me, then the lusty, windy, thumping chatter of six horizontally-opposed, air-cooled cylinders sparking into life. To an American customer weaned on loping front-mounted straight-sixes in cars of this size and price, this would have been an unusual experience. Offputtingly alien, perhaps – after all, a dummy grille was available





[Chevrolet Corvair Monza Spyder]









Afterburner-style taillights are one of the design's few Americanisms

as an official Chevrolet accessory for Corvair buyers who wanted their car to look more familiar.

Or perhaps not. We like to characterise American cars and their buyers in the Fifties and Sixties as a stiflingly conservative bunch, sticking with things like live rear axles, conventional engine designs and gearboxes with a surprisingly small number of ratios in them. And yet, this was the era of NASA's Apollo programme, the GM Motoramas, and the cultural gift of science-fiction blazing a trail across television screens, childrens' comic books and novels read by intellectuals alike. This was the nation that had just broken the sound barrier. Americans had a hunger for tangible signs of this sense of breakneck progress, and perhaps not just limited to a fridge that looked a bit like an electric express train.

The turbocharger that hides transversely behind the rear seats in the Corvair Monza Spyder, taking up the space usually reserved for the air-conditioning unit meaning none could be fitted with this luxury, was the joint-first example of this kind of forced-induction being available on a production car. Engine-driven superchargers were as old as the industry. But harnessing the energy of the gases expelled by the engine to increase compression was aircraft technology, originally aimed at increasing air density in a piston-driven aero engine's intakes at high altitude.

Ironically, the jet age was actually making turbocharging technology mundane by the time General Motors decided to install it in a couple of their cars in 1962 to boost power and torque in its smaller engines. Not that it stopped Oldsmobile calling the other one the preposterously cool-sounding F-85 Jetfire. While that car was otherwise conventionally American, with its Buick 3.5-litre V8 up front driving the rear wheels of a car derived from the Cutlass, the Corvair Monza Spyder wore its European influences overtly, from its near-total lack of Chevrolet badges to a name which spoke of Italian supercars.

Pulling away onto the rural lanes of South Yorkshire, the odd-looking yet precise-feeling curved gear lever slotted home, it still sounds very much like a Porsche 911, although the drum brakes aren't completely confidence-inspiring in modern disc-braked traffic. They'd be considered good for their era, although they're a reminder of one aspect of American engineering holding the Spyder back from true comparisons with European sports cars. But the real surprise comes as the traffic clears. This may be the first example of a turbocharged car available, and yet as I reach 2750rpm and the flat-six chunter is joined by a distant gale-like howl from behind the rear seats, I realise that it doesn't actually suffer from turbo-lag. It's probably because it's a relatively

OWNING A MONZA SPYDER



"I found it for sale in Pennsylvania seven years ago,' says the Corvair Monza Spyder's owner, American

car repair and restoration specialist Bill Smith. 'It's incredible how undervalued they still are for such a groundbreaking car – you can still find good Monza Spyders for less than \$10,000 in the US. They're something of a cult car out there - so far as the mass market's concerned they've never quite shaken off their reputation for being a bit of a lemon thanks to Nader's book. But there are enthusiasts out there that appreciate them, who'll restore them and ensure they're worth

something, and dry-state cars are often well-preserved.

I had to do a partial respray and address some rust here and there.

but it's been reliable, and all the mechanical parts are available. Refreshing the interior will be trickier though - the dashboard needs re-covering. 'When you look at the specification of the car, and how futuristic it was, it's clear it was the right car at the wrong time. People just weren't ready for it. One of the main problems with it was tyre pressures – the correct ones for the car were 15psi front, 26psi rear. Back in the days of forecourt service, attendants used to inflate all the tyres they saw to 24psi regardless as part of their vehicle checks, accidentally biasing the grip towards the front and making the steering overly light and ineffective.

Most accidents happened just after

their owners had stopped for fuel.'

low-pressure turbocharger more akin to the light-pressure units used by Saab and Volvo in the late Eighties, and doesn't actually help the engine liberate much by way of power - 150bhp - compared to more performance-focused turbo-cars.

Instead of a sporty 911 jiggle, it immediately acquits itself as a superb highway cruiser. It rides beautifully, gliding along serenely, the turbo-torque meaning revolutions can be kept low, the car sounding like a distant Cessna from the outside. The way the Monza Spyder was presented may have drawn on the imagery of the Autodromo and stripped-out fly-screened sports-racers, but it was built for the era of soaring freeways. And if there was something which kept Americans buying domestic products rather than small-engined imports from Europe and Japan in the Sixties, despite the fuel economy gains on offer, it was the ability to cruise these asphalt airways at high speed with the engine gently turning over. A ground-bound personal jet in the form of a highway cruiser was the true mass-consumed product that really defined the jet age. The number of people who could actually afford to travel on an airliner was relatively small, but highways brought the effortless interstate dream much closer.

With this highway-orientated character also comes an unexpected sense of stability at the rear, especially under acceleration. The Corvair was much-criticised when new, on account of trailing-arm suspension that seemed poorly-located, making the car hard to control if the rear tyres broke traction. This might have surprised its creator, Ed Cole, because he'd derived the design from - and tested the Corvair's engines in - a Porsche 356. However, just before its launch, GM's bean-counters decided the suspension was too complex, and simplified it as part of a rationalisation process, removing its anti-roll bars, saving a grand total of \$7 per car. As part of its sportier makeover, the Monza Spyder reinstated them, as well as stiffer springs and dampers, ahead of their standardisation across the range in 1964.

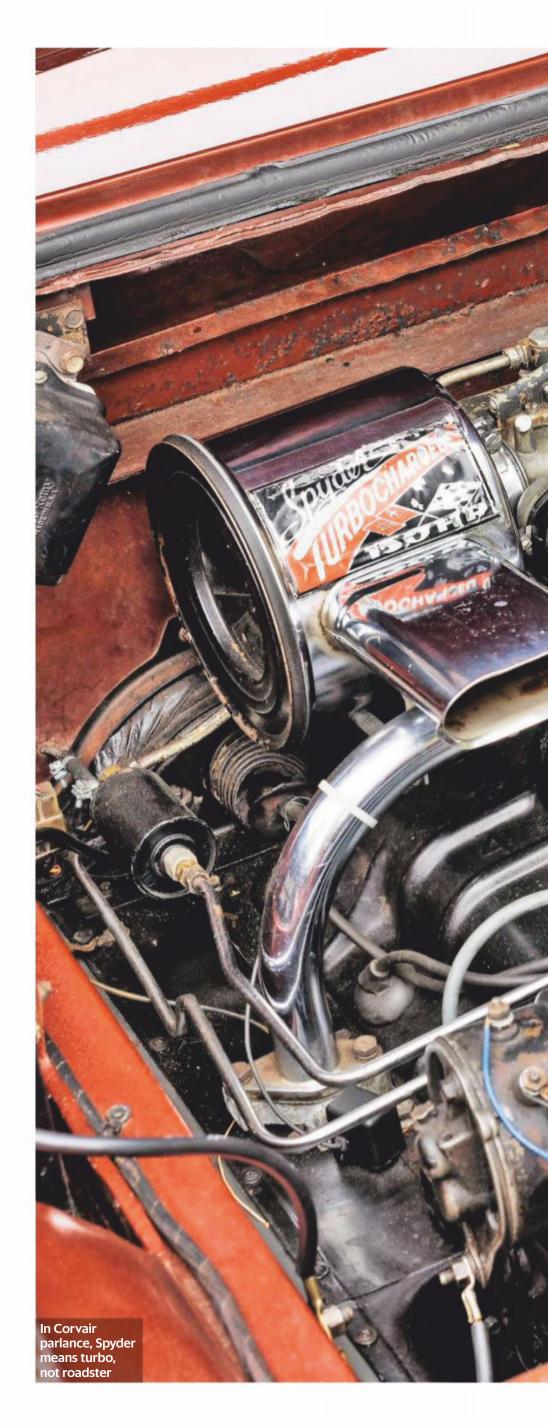
'The big wheel leaves you having to flail at it, dragging the car round corners'

However, by this point the damage was done. Ralph Nader had already investigated GM's handling of the Corvair's suspension design in the first chapter of his 1965-released *Unsafe At Any Speed: The Designed-In Dangers of The American Automobile*. The whole industry came in for criticism in the book for prioritising cost-cutting over driver and pedestrian safety, but the prominence of the Corvair within it caused customers to avoid the car in particular.

This all weighs heavily in my mind as I pitch the Corvair into a downward-winding hillside bend. The single-circuit brake system needs pumping ahead of hard deceleration, making the process fraught enough, and although the gear lever is slick and linear in its motion it's fairly long-travel and can't be rushed. However, all these criticisms could be levelled at old Porsches too. What really undermines the Corvair's sporty credentials is actually its steering.

At four and a half turns lock-to-lock, it's just too slow to handle sudden camber-changes or react to a fast, twisty road. The recirculating-ball setup is also vague, and the big wheel leaves you having to flail at it, dragging the car round corners rather than assuredly guiding it as you would with a Porsche.

Chevrolet made a virtue of the Corvair's budget-priced simplicity when new, pointing out that it didn't need power steering on account of the lack of weight over the nose, while clearly giving it a large wheel and low-geared steering to lessen the effort needed to turn it. I'm gripping the wheel hard to keep me in place too - amazingly these flat-bottomed seats with precious







'It may be flawed, but it was only ever mere details away from being a genuine rival to the Porsche 911'

little lateral support were the 'sports' option – standard Corvairs got a slippery full-width bench seat.

And yet, two serious racers saw Porsche-like potential in the Monza. Original Corvair test driver John Fitch - who approved the car before GM deleted its anti-roll bars - decided to offer a set of officially approved tuning and modification options that could be combined in a car known as the Sprint. Fitch had been part of the all-conquering Mercedes-Benz racing team of the Fifties, campaigning the SL at Le Mans and winning his class at the Mille Miglia. As well as straightforward tuning, much of Fitch's attention was focused on giving the car a greater sense of European-style controllability and stability, and involved creating his own brake shoes, and quickening the steering ratio. Most dramatically, a glassfibre fastback roof intended to increase rear aerodynamic downforce could be attached to the car, any join lines disguised with a vinyl roof. The options remained in production throughout the Corvair's life until its demise in 1969.

Don Yenko's performance workshop took things even further.

Starting with the quad-Rochester-H-carburettor, 180bhp 'Corsa' upgrade, he homologated 100 cars for the SCCA's Class D sports car racing category by removing the rear seats, replacing the steel engine covers with lightweight, bewinged glassfibre lookalikes, and following Fitch's lead endowed them with faster steering boxes. The engine was overhauled with Moraine conrods and bearings, highlift camshaft, reshaped forged pistons and an increased compression ratio to give 220bhp. The Yenko Stingers put up

a strong showing against British opposition in 1966, but before it could carve out a reputation for itself as a car for the sort of people who owned driving gloves, the Corsa option was dropped as Corvair sales continued to flag in the wake of the Nader revelations.

And it's this aspect of it that makes driving the only Corvair Monza Spyder in the country such a bittersweet experience. It may be a flawed car, even given Chevrolet's own revisions, but as Fitch and Yenko demonstrated, it was only ever mere details away from being a genuine rival to the Porsche 911, yet with the reassurance of mass production behind it, and as the howling Carter YH 'Turbocarburetor' in the rear demonstrates, hardly lagging behind in terms of technical innovation either.

GM may be notorious for counting the pennies, and would no doubt point out that the Corvette has always been on hand whenever Porsche comes spoiling for a fight. However, with its front-mounted V8 there's something so predictable about it. The Monza Spyder is proof that once upon a time, Chevrolet could actually have beaten Porsche to market with a 911 rival capable of

being built in vast numbers, sold for an affordable price, and proving its mettle on track against the best Europe could throw at it. Given that the Corvair would have been backed by the sales and marketing might of one of the world's biggest manufacturers, would Porsche's 911 even have been developed in the way it has, especially if the Corvair had survived its Nader ordeal and made it, Fitch-modified, to Europe, sold via the vastVauxhall and Opel dealerships at a temptingly low price? It's a fascinating thought to ponder.

1963 Chevrolet Corvair Monza Spyder

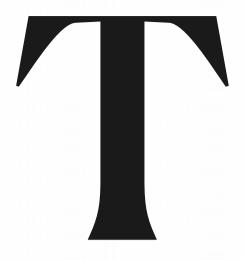
Engine 2683cc horizontally-opposed six-cylinder, ohv, two Rochester H carburettors, Carter YH turbocharger Power and torque 150bhp @ 4400rpm; 134lb ft @ 2800rpm Transmission Four-speed manual, rear-wheel drive Steering Recirculating ball Suspension Front: independent, wishbones, coil springs, telescopic dampers, antiroll bar; Rear: independent, semi-trailing arms, coil springs, telescopic dampers Brakes Drums front and rear Weight 1134kg Performance Top speed: 103mph; 0-60mph: 7.8sec Cost new \$2438 Approximate value now £10,000











his restoration story begins with a cautionary tale of caveat emptor. James Hill wanted his first classic car to mark his 40th birthday. So he bought his BMW 325i Sport six years ago from an internet ad late one Boxing Day evening, agreeing to pay £3250 for it and sending a deposit before even seeing the car. We actually included the story of that purchase as a 'Classic Punt' piece in our July

2014 issue. As so often happens, the car was nowhere near as good as expected, but James bought it anyway. The piece was titled, 'Should I have walked away...?' At the time James estimated that he needed to spend another £6000 on the car to bring it up to a condition he'd be happy with – a usable car that could be improved and enjoyed. Here is what happened next.

But first we'll let James explain why he chose a 325i Sport in the first place and fell for this one in particular. 'I started by wanting a Fiat 131 Sport like the orange one my father owned when I was young, but decided I didn't fancy all the Italian rust. I assumed that because of the longevity of many German cars they would have received better protection when assembled. This one attracted me because from 1991 to 2011 it had been owned by the same family: the Holbrooks - Steve, then his sister-in-law Linda. I bought it on the strength of its great service history, which included all receipts for servicing and minor restoration during their ownership. Also, unlike many of these the car had retained its originality with no changes or modifications. It was also Diamond Black - the same colour as my godfather's D-reg E30 M3. It also presented well externally, with invoices for paint in 2010.

'Classic Car Restorations were both highly recommended and local to me, so I took the car there for Graham Hume's appraisal of what work it needed.' Bear in mind this was a presentable car that was good enough to drive home from York to Norfolk. 'His response was blunt: to start again and get another car - the plastic bodykit hid a lot of issues. Once that was off we could see the truth. I had German rust instead of Italian. At 133,000 miles this Sport was really at the end of its life.

'The only problem was, I didn't want to "Find another". By then I had been in touch with the Holbrooks, who still fondly

Low point

'Waiting for a new rear

quarter panel caused

the project to stall

for nearly a year'

Graham Hume

remembered the car, and I kind of felt obliged to bring it back to life, whatever and however long that took. Luckily Graham was happy to go along with that so we drew up a plan.' This was the point where James really committed to the project. 'I made a firm decision that the car was to be treated as a classic car and restored as such, not just a quick patch up and paint job.

'Work started on it in November 2014 when I worked with my friend Peter

Morton of PDM Autocare to strip the car down to a bodyshell. It was then taken to Classic Car Restorations (CCR) in Norwich.'

A long-running panel game

The first task at CCR was to take the last few bits off the bodyshell and mount it on a dolly. Graham Hume was happy to take on the challenge, despite the comments in his early appraisal, but the news kept getting worse. Graham told us, 'As the stripdown commenced the full extent of the corrosion appeared. On removing the body kit, a notorious area in hiding corrosion, we found large holes in both sills and front wings. But I've seen worse so just set to and got stuck into it. And once you're into it, you're





into it - there's no turning back.' James accepted this, along with the realisation that he would have to pace himself financially, completing work when funds allowed. This was not going to be a quick job, but it would be a thorough and professional one.

Graham continues, 'I made a list of all the panels needed, and it was a long one including every removable panel except the driver's door. I then sent James off to the local BMW dealership, Coopers BMW in Norwich, to see what he could get.

'The original plan had been to get the body acid-dipped, but with all the rotten panels removed we could see the extent of the corrosion and decided to change tack and take a less invasive route. That was to cut out and replace any rotten areas while retaining as much of the original soundproofing and galvanizing as possible. Then we simply steam-cleaned the underside; gently so as not to remove stuff we wanted to keep. That would only be making work.'

Those outer panels largely proved to be easy to obtain from BMW UK, and not expensive, but there were three exceptions: the bonnet, passenger door and the offside rear three-quarter panel. Says James, 'Along with many other items, it helps that my job takes me all over the country so I could pick up parts when I was on the road. I tracked down an excellent bonnet and door to a specialist in Sheffield. The original bonnet just had rust in the front edge, but Graham said it was too hard to get in and repair it well enough - we needed a better panel to keep to the level we were working to, and the bonnet is the first thing you see.

'But the quarter panel proved a real sticking point. It was listed as available, but nobody had one. In the end that caused



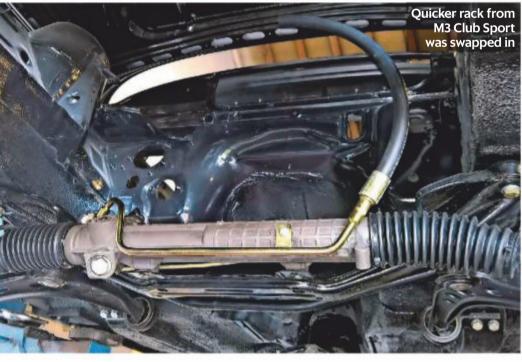


















the project to stall for nearly a year until BM Mini Parts managed to track down a panel in America and ship it over. At least the £268 it cost wasn't that bad, and CCR could finally get on with putting the body together.'

Until all the panels were there, Graham was limited in what he could do but cracked on with cutting out and replacing all the rust in the basic tub. He says, 'We fabricated sections for the floor, the bulkhead, inner lower rear

quarters, jacking points and around the boot-mounted battery tray. All these were done with the correct pressings worked into them where they should be. Fortunately the notorious sunroof area was not too bad for once, but we still had to cut rust out and carefully let in repair sections.

'Once the panels arrived it went together fairly easily, with lots of focus on getting lines and panel gaps right. Also doing things like getting the right number of spot-welds round the window channels etc, and piping on the seam sealant as the factory did rather than brushing it on, as is often done. That's what makes the difference between a restoration and a repair.'

With that done it was time to return the body to its factory Diamond Black, which was also done at CCR. Graham says, 'It's always easier with all fresh panels to work with. The only finishing work needed was on the rear quarter panel to roof joints. Then it was our usual routine. We stick to Max Meyer products for all our paints so there's no chance of a reaction between different products. Chromate-free etch primer was quickly followed by a 2K primer. That was then left for four weeks to cure properly, followed by flatting with 400, 500 and finally 600-grit paper to ready it for the colour coat. We put a black basecoat on to enhance the blackness, then applied three coats of Diamond Black base and three coats of clear. That's all you need. That was flatted and polished within a week - it's the golden time for doing that with 2k paint, before it goes too hard.'

The bodyshell then went back to Peter Morton to have the suspension and steering fitted so it could be stored as a rolling shell while attention turned to the engine and getting more funds together. James adds, 'Instead of the standard steering rack we

used a "purple tag" rack from an E46 M3 Club Sport. That improves it from four to three turns lock to lock and is a popular E30 improvement.'

Fitting the suspension revealed another issue, with the rear suspension crossmember that had been sent for blasting and repainting. James says, 'On closer inspection it turned out to be too badly corroded internally to re-use, so I had to find a replacement for that too,'

The three-headed monster

The six-cylinder engine had been removed early on in proceedings and James took it to a local chap who specialised in Peugeot and race engines, but after stripping it he said he was too busy to continue.

James continues, 'I was then lucky enough to find Scholar Engines, near Stowmarket, which was happy to take it on. It is famed for its Formula Ford and Lotus stuff but is also very familiar with the BMW straight-sixes.'

Scholar's Gareth Whall handled the build and says, "The best description is "tired". The bottom end was pretty good, but the cylinder head was cracked and the valve gear was massively worn. After discussion with owner James, we decided to up the capacity to 2.7 litres using the long-stroke crankshaft

High point

'I found an excellent passenger seat in the right cloth from an lhd car in Germany' James Hill' and internals from an E28 BMW 525e. Alpina did that in period and it became a popular modification for E30 325i engines.'

All they needed was a 525e bottom end. James tracked one down that a tech guy at classic Jaguar specialists CKL Developments was selling for £400. Gareth says, 'That turned out to have worn bores, so we used this car's original block - which pleased James because it meant keeping the car's matching numbers

- and built one good engine out of the two. We also added a fast road cam, so it should be good for 200-210bhp, up from the 171bhp it would originally have been producing when new.'

That just left a decent cylinder head to track down, which was easier said than done. James says, 'I bought one from a chap in Southampton, but on inspection that turned out to be cracked too. Eventually BMR Performance found me a good one. The two junk heads now live in my office and are used as footstools.

'The rest of the build was straightforward - it's easy to get the parts for these engines - and the whole build came to around £3000, which wasn't bad.

Assembling the jigsaw

James had intended to work with his friend Peter Morton to put the rest of the car back together, but that was another plan that timed out. James says, 'Peter had a house to build and just lost interest in the BMW project, so after six months I bit the bullet and sent it to BMW specialists BMR Performance, based near Gatwick. It was set up by two tech guys from Munich Legends and they impressed me, so I trailered the car down there in March 2018. I took the engine too, and BMR restored all the ancillary items to factory finish and put it back in the car. A big plus was that the gearbox was absolutely fine and just needed cleaning.'

After initial discussion with James, BMR estimated assembly would take 100 hours but to get the job done right it ran to almost 300 hours in the end. BMR's Barry Sheward explains why - and why he took the project on. 'To be fair a lot of places wouldn't be interested in being presented with a bodyshell and a pile of parts. But I know these E30s down to the last clip and grommet so it

didn't faze me at all.

'The problem, from our point of view, was that the car hadn't been taken apart particularly well so our biggest challenge was going through the various boxes and putting it all in order. At which point we realised that the majority of the parts taken off the car were only fit for the bin.

"So we began a long process in stages - as James' funds allowed - in fitting the car up using new BMW parts with the aim of taking it back to a showroom finish where possible. It took over a year in the end. We concentrated especially in getting the engine bay right, with all the correct colours and finishes for every item." James helped there, having discovered *pukardesigns.com* which produces reproductions for all the factory stickers used on the car, under the bonnet and in the door shuts. It also made up a set of period number plates correct down to the logos for this car's original dealer - Sycamore of Peterborough.

Barry continues, 'We also worked on finishing off the mechanical side. The subframes had been fitted but a few of the details weren't right so we had to redo some of that too. There was also an issue with the engine when we tried to start it which was

MY FAVOURITE TOOL



Graham Hume's spot-welder
Lead restorer Graham tells us, 'I've
had my SIP Spotmatic for over ten
years now and it sees plenty of
action. I like reproducing factory
welds where possible and as this
is compact and all-in-one it is easy
to get into awkward spots like
window apertures and sunroof
openings. The Spotmatic does
an excellent job reliably and I
wouldn't be without it.'





New driver's seat is actually a lhd passenger seat

NEXT

MONTH

ACC

ACECA

eventually tracked down to a missing pressure relief valve on the oil pump. But it was a nice project to work on.'

While all that was going on, James was also busy chasing down interior trim, particularly a driver's seat. He says, 'It had the usual worn bolster and frayed seat cloth, and original cloth is very hard to find. After buying but then not wanting to use a leather interior I found - because it didn't feel right to put the wrong materials in the car - I found an excellent passenger seat in the correct cloth from a left-hand-drive car in Germany. We just cleaned up and kept my original passenger seat - it was good enough.

'When removing the rear seat base we'd found some fire damage, which later turned out to be from when Mr Holbrook had been welding a patch on, setting fire to the seat base. Luckily he noticed and put it out quickly. You can't see the damage from above so we've left it that way as part of the car's history.'

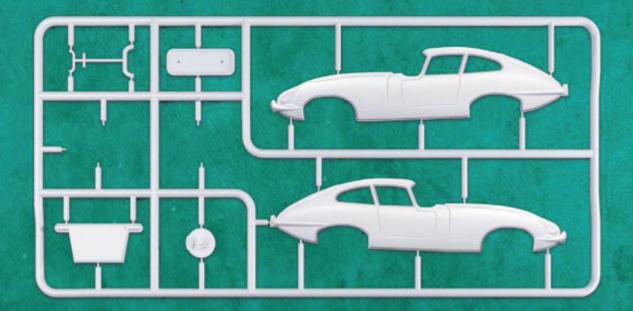
Putting it to bed

James says, 'I never intended to go to the lengths we did in getting the car to the current condition. The high standard of work was driven very much by Graham of Classic Car Restorations, and it added up to around 600 hours spread over five-and-a-half years. But it has paid off and I feel like I have done the Sport justice. It's now insured for £50,000, which is roughly what I've spent. So I was pleased to see that a very low mileage 325i Sport sold for over £51,000 at Silverstone's NEC auction recently. It's good to see the classic market still has some good news stories, though that has to

be the last one left with under 10,000 on the clock.'

So is this one now going to be wrapped in cotton wool? 'No, I'm going to drive it as often as I can and get some fun out of it. I've already taken it to the Silverstone Classic, where it was displayed on the BMW Car Club's stand and we met up with its past long-term owners, the Holbrook family. They were really pleased to see it again.'

MISSING SOME PARTS?



MG - JAGUAR - TRIUMPH - AUSTIN HEALEY - LAND ROVER

MORRIS MINOR - MINI



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FIND OUT MORE ABOUT THE BDC: www.bdcl.org / info@bdcl.org



Top 78 classic events of 2020



Classic off the road for winter? Then now's the perfect time to get planning your 2020 adventures

5 January Scramble!

Bicester Heritage, Oxfordshire Eclectic New Year coffee meet bicesterheritage.co.uk

9-12 Autosport International

NEC, Birmingham Motor sport world sets out its stall autosportinternational.com

16-19 Interclassics Maastricht

Maastricht, Netherlands Dutch show is first biggie of the year interclassicsmaastricht.nl

29-February 5 Rallye Monte-Carlo Historique

Monte-Carlo, Monaco Glitzy, gritty rally recreation acm.mc

30-February 2 Automotoretro

Lingotto, Turin, Italy

Italy gets the year started in style automotoretro.it

February

5-9 Rétromobile

Paris, France Sumptuous, art-deco-heavy highlight retromobile.com

8-9 Great Western Classic

Car Show

Royal Bath & West Showground,



Everyone is welcome – either driving your own Classic or coming along to see the amazing array of vehicles at the UK's biggest New Year's Day Classic Gathering.

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BROOKLANDSMUSEUM.COM

Brooklands Museum, Brooklands Drive, Weybridge, Surrey KT13 OSL







Shepton Mallet, Somerset British show scene gets started *gwa.bristolclassiccarshows.com*

9 MG & Triumph Spares Day

Stoneleigh Park, Warwickshire Autojumble for the UK's most popular classic cars *mgandtriumphsparesday.co.uk*

20-23 London Classic Car Show

Olympia, London New venue for capital's headline show thelondonclassiccarshow.co.uk

21-23 Race Retro

Stoneleigh Park, Warwickshire Classic motor sport year starts here raceretro.com

27-March 1 Retro Classics Stuttgart

Messe Stuttgart, Germany Big pre-Essen indoor bash retro-classics.de

March

5-8 Amelia Island Concours

'The *Practical Classics* Classic Car & Restoration Show is the big show for pro and home restorations project alike'

d'Elegance

Amelia Island, Florida, USA The US East Coast's premier concours ameliaconcours.org

6-8 Antwerp Classic Salon

Antwerp, Belgium Upscale, down-to-Earth Belgian show antwerpclassicsalon.be

6-8 Phillip Island Car Classic

Phillip Island, Australia Australia's biggest classic race meeting **phillipislandpoint.com.au**

7-8 Rallye de Paris GT & Classic

Paris, France

Glitzy trek from Paris to Longchamps *rallystory.com*

25-29 Techno Classica Essen

Messe Essen, Germany Europe's biggest indoor classic show *siha.de*

27-29 Practical Classics Classic Car & Restoration Show

NEC, Birmingham Big show for pro and home resto alike necrestorationshow.com

28-29 Goodwood Members' Meeting

Goodwood Circuit, Sussex

Season opens to exclusive race meet *goodwood.com*

April

3-5 Flying Scotsman

Chester-Gleneagles Epic vintage drive north endurorally.com

17-19 La Jolla Concours d'Elegance

La Jolla, California, USA Californian concours scene gets going *lajollaconcours.com*

25-26 HSCC Brands Hatch

Brands Hatch, Kent First major UK GP-track race weekend







hscc.org.uk

26 Drive-It Day

Events nationwide, UK Active day celebrates using classics **fbhvc.co.uk**

26 April Scramble

Bicester Heritage, Oxfordshire Spring morning meet - book early *Bicesterheritage.co.uk*

30-May 2 Manx Classic

Isle of Man Classic rally in TT territory manxmotorracing.com

May

1-3 Donington Historic

Donington Park, Derbyshire The first big UK motor sport festival of 2020 doningtonhistoric.com

13-16 Mille Miglia

Brescia-Rome, Italy Exclusive Italian road-race retread **1000miglia.it**

16-17 Silverstone International Trophy

Silverstone, Northamptonshire Historic single-seater competition hscc.org.uk

16-17 Beaulieu Spring Autojumble

Beaulieu, Hampshire First big parts-rummage of the season beaulieu.co.uk

22-24 Spa-Classic

Spa-Francorchamps, Belgium Seventies-flavoured 24h tribute peterauto.peter.fr

22-24 Concorso d'Eleganza Villa d'Este

Como, Italy Europe's premier concours concorsodeleganzavilladeste.com

23-24 La Vie en Bleu/La Vita Rosso

Prescott Hill Climb, Gloucestershire Classic Franco-Italian hillclimb show prescott-hillclimb.com

24-25 Motorsport at the Palace

Crystal Palace, London Classic racing in the heart of London motorsportatthepalace.co.uk

29-31 Historic Winton

Winton, Australia Nostalgic Aussie race-and-show fest *historicwinton.org*

30-31 Pau Historic Grand Prix

Pau, France Frantic single-seater street racing *grandprixdepau.fr*

June

2-7 Modena Cento Ore

Modena, Italy Exclusive Italian road-rally modenacentooreclassic.it

6-7 Coventry Motofest

Coventry, Warwickshire Classics take over Cov, huge and free coventrymotofest.com

6-7 HSCC Donington

Donington Park, Derbyshire Classic racing, classic circuit hscc.org.uk

6-7 Thruxton Historic

Andover, Hampshire New-ish meet has Seventies themes *thruxtonracing.co.uk*

10-11 London Concours

Honourable Artillery Company, London Bijou concours, historic surroundings *londonconcours.co.uk*

20 Castle Combe Rallyday

Castle Combe, Wiltshire Cars and stars let rip on tarmac castlecombecircuit.co.uk

20-21 Bristol Classic Car Show

Royal Bath & West Showground, Shepton Mallet, Somerset Sprawling West Country summer do bristolclassiccarshows.com

20-21 Classic Nostalgia weekend

Shelsley Walsh

UK's oldest venue celebrates heritage *shelsleywalsh.com*

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MESSE ESSEN Wednesday, 25th March, 1 p.m. to 8 p.m.: Happy View Day/Preview Thursday 9 a.m. to 6 p.m., Friday 9 a.m. to 7 p.m., Saturday+Sunday 9 a.m. to 6 p.m.

VISITOR AND EXHIBITOR INFORMATION WORLDWIDE: S.I.H.A. Ausstellungen Promotion GmbH, Postfach 3164, 52118 Herzogenrath, Germany, Phone: +49(0)2407-17300/-18064, Fax: +49(0)2407-17711, info@siha.de • For the UK: S.I.H.A. Ausstellungen Promotion GmbH, c/o Mr. Mark Charles, P.O. Box 502, Addlestone, GB Surrey KT15 3YJ, Phone: +44(0)8712-770363, Fax: +44(0)1932-403478, Mail: shows@ciltd.co.uk Hotelrooms and Tourist-Information: Phone: +49(0)201-8872333, touristikzentrale@essen.de,







'Auto Royale, to be held at the Spencer family's Althorp estate in July, is a new concours from the Motorclassica team'

23 Ace Café Concours

Ace Café, London Bikers' haunt hosts club concours *london.acecafe.com*

27-28 Heveningham Hall Concours d'Elegance

Heveningham Hall, Suffolk Glossiest recent addition to show list heveninghamconcours.com

27-28 HSCC Pembrey

Pembrey, Wales Classic racing comes to Wales hscc.org.uk

July

2-5 Le Mans Classic

Le Mans, France Chaotic celebration of the 24hrs *lemansclassic.com*

9-12 Goodwood Festival of Speed

Goodwood House, Sussex
De facto Brit Motor Show plus classics
goodwood.com

10-12 Dragstalgia

Santa Pod, Northamptonshire Loudest, wildest classic meet of 2020 *santapod.co.uk*

11-12 Legends of Brands Hatch Superprix

Brands Hatch, Kent Sportscar & F1 racing remembered

hscc.org.uk

17-19 Auto Royale

Althorp, Northamptonshire All-new concours from Australian team *autoroyale.org*

18-19 Chateau Impney Hill Climb

Droitwich Spa, Worcestershire Picturesque Midlands sprint-racing chateauimpneyhillclimb.com

19 Sherborne Classics & Supercars

Sherborne Castle, Hampshire Modern classics, ancient pile classic-supercars.co.uk

24-26 Car-Fest North

Bolesworth, Cheshire Chris Evans unites cars and music *carfest.org*

31-August 2 Silverstone Classic

Silverstone, Northamptonshire Biggest classic race meeting of the lot *silverstone.co.uk*

August

7-9 Oldtimer Grand Prix

Nürburgring, Germany Classics take on the 'Green Hell' *nuerburgring.de*

13-16 Monterey Motorsports Reunion

Laguna Seca, California
US salutes IMSA, Can-Am and SCCA
weathertechraceway.com

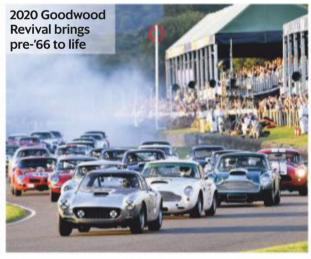
14 The Quail, A Motorsports Gathering

Quail Lodge, California, USA Boutique golf-club concours meeting peninsula.com

15 Concorso Italiano







Monterey, California Supercars galore in California concorso.com

15-16 Passion for Power

Tatton Park, Cheshire Supercars and classics at stately home tattonpassionforpower.com

16 Pebble Beach Concours d'Elegance

Monterey, California, USA World's biggest, best-known concours pebblebeachconcours.net

29-31 Oulton Park Gold Cup

Oulton Park, Cheshire 'Northern Goodwood', Sixties slant *hscc.org.uk*

September

3-6 Salon Privé

Blenheim Palace, Oxfordshire 'UK Car Week' begins salonpriveconcours.com

4-6 Concours of Elegance

Hampton Court Palace, Windsor

The UK's concours highlight concoursofelegance.co.uk

4-6 Historic Zandvoort

Zandvoort, Netherlands Dutch GP track looks back historicgrandprix.nl

5-6 Beaulieu International Autojumble

Beaulieu, Hampshire Biggest, oddest rummage of them all beaulieu.co.uk

11-13 Goodwood Revival

Goodwood Circuit, Sussex Immersive retro racing experience goodwood.com

16-20 Mallorca Classic Week

Mallorca, Spain Concours, rallies, shows *mallorcaclassicweek.com*

18-20 Circuit des Remparts Angoulême

Angoulême, France Wild street-race through tight streets of historic French commune circuitdesremparts.com

19-20 Kop Hill Climb

Kop Hill, Buckinghamshire Picturesque Chilterns speed-climb **kophillclimb.org.uk**

19-20 Wolds Trophy

Cadwell Park, Louth, Lincolnshire 'Mini-Nürburgring' classic weekend *hscc.org.uk*

October

4 Bicester October Scramble

Bicester Heritage Autumnal morning classic meet bicesterheritage.co.uk

8-11 Zoute Grand Prix

Knokke-Heist, Belgium High-end events on the coast zoutegrandprix.be

17-18 Silverstone Finals

Silverstone, Northamptonshire Historic racing wraps up for the year hscc.org.uk

31 Regent Street Motor Show

Regent Street, London Booming free show meets Xmas shop regentstreetmotorshow.com

November

1 London-Brighton Veteran Car Run

London to Brighton Oldest classic run of all, an institution **veterancarrun.com**

7-8 Classic Vehicle Restoration Show

Royal Bath & West Showground, Shepton Mallet, Somerset Get that winter project started cvrs.bristolclassiccarshows.com

13-15 NEC Classic Motor Show

NEC, Birmingham The classic world's end of term party necclassicmotorshow.com

December

7-10 LE JOG

Land's End to John o'Groats Toughest classic rally of the lot *heroevents.eu*

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May 17th - 21st

WOLDS – WINDERMERE

Start near Hull, The Yorkshire Wolds/Moors/Dales, 2 nights near Whitby (a day on the North Yorks Moors Railway) finishing with 2 nights at Crooklands and a day in the Lakes.....

JULY 14th - 18th

THE HIGH ROADS TOUR (North British Tour)

August 23rd - 30th

THE ARDENNES AND EIFFEL TOUR

Brugges, Luxembourg, Eiffel Mountains, Belgium, Ardennes. Spa............ 6 nights ex. Ferry. £1,999 (SUBJECT TO BREXIT AND THE EXCHANGE RATE)

October 17th - 18th

LITTLE DEVILS TOUR*

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October 19th – 22nd

AUTUMN TOURS*

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* Combined tours £1,499

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Six steps to buying a

Rolls Silver Shadow

The Shadow and its Bentley brother offer hand-built opulence and supreme wafting

Words RICHARD DREDGE Photography JOHN COLLEY

rices of Silver Shadows and their Bentley T-Series counterparts are sliding back towards pre-boom levels - but don't jump into the first one you find. Running costs are potentially stratospheric because of the car's complexity, expensive parts and thirsty V8. These cars need regular expenditure and a seemingly innocuous problem could be very costly to fix. Buy badly and you could be hit with large bills, but buy smart and you'll own a piece of quintessential British craftsmanship that looks regal, is beautifully finished and is eminently practical.

This guide pools the expert knowledge of Stephen Brown at Hanwells (*hanwells.net*), Paul Brightman at Royce Service & Engineering (*rsande.co.uk*), and John Neale of the Rolls-Royce Enthusiasts' Club (*rrec.org.uk*).

Which one to choose?

▶ R-R Silver Shadow I and Bentley T1: launched in 1965 with a 6230cc V8; a 6750cc unit was fitted from 1970. These earlier cars look more striking with their extra chrome bumpers but a steering box means they're

What to pay

Up to **£15,000**: cars bought at auction or privately - a gamble. **▶ £15k-£20k** buys a decent saloon. The split between Series I and Series II is pretty balanced in terms of availability and demand, so values are determined by condition. Lowmileage cars carry a significant premium. ▶ £20k-£30k: really nice, sorted saloons from dealers.

£30k-£40k: fixed-head two-doors start here and run to £70k.

▶ £50,000: the general ceiling for fixed-head saloons. Tidy drophead coupés start here and run to £100k.

not as sharp to drive. A long-wheelbase option arrived in 1970, while the track was widened and larger tyres fitted from 1974 - these cars have flared wheelarches.

- ▶ Mulliner Park Ward two-door saloons: launched in 1966 with 'Coke-bottle' belt lines and sold as the Corniche from 1971. In 1967 a 2dr convertible was introduced; in line with the saloon, in 1970 the 6230cc V8 was replaced by a 6750cc engine.
- ▶ Silver Shadow II and Bentley T2: introduced in 1977 with rack-and-pinion steering, rubber bumpers and many smaller changes. The LWB saloon was renamed the Silver Wraith II. In 1981 the Silver Shadow and Corniche FHC were killed off; the convertible survived as the R-R Corniche/Bentley Continental until 1995; the two-door Bentley was called the Corniche till 1985.
- ▶ James Young cars The earliest two-door cars were built independently by James Young, converted from four-door saloons and have straight belt lines. Fifty examples built to 1967.

Bodywork and structure

The Silver Shadow was Rolls-Royce's first monocoque car; its whole structure is made of steel so corrosion



can be a real problem; flared-wheelarch cars are more rust-prone than the predecessors. The sill ends can be replaced for around £500 per side if tackled early, but leave it and full sill replacement costs £3000 per side.

Check the chassis legs alongside the engine for buckling; they can get damaged in a front-end shunt and repairs can run to £20k. Corrosion is most likely in the rear wheelarches (£1500 to fix), but front and rear valances also rust (£1000). The aluminium bonnet, doors and boot lid can get creased, with decent used replacements usually the cheapest option; Flying Spares charges £125, £400 and £125 apiece respectively. Inspect around door handles and brightwork; localised repairs cost £150-£200 for each damaged area.

The bootlid seals can fail leading to water ingress; the front and rear screen seals can also leak; they cost £150 (front) and £145-£180 (rear); with a new screen too it'll cost £420-£620 (front) or £600-£1150 (rear). Fitting a screen is a specialist job priced at £300.

Engine

All of these cars got a V8 of 6230cc or 6750cc; they're unstressed units so they'll easily notch up 250,000

miles if looked after. With no annual anti-freeze change or the wrong fluid being used, the iron cylinder liners corrode. They then shrink, squeezing the pistons which is given away by knocking. Ask for proof that the correct Castrol/ICI anti-freeze has been used.

In the worst case, the engine needs a rebuild - it's a choice between a decent used powerplant for £3000 or an exchange unit for £8000. Check the service history to see if the engine has been serviced each year or every 6000 miles. Make sure that the 96,000-mile service has been done; this costs around £3000 for lots of new hoses, fluids and filters. Specialists charge around £1200-£1500 for a 24,000-mile service.

Look for oil on the bellhousing which indicates a rear main bearing scroll seal leak; the sump and rocker cover gaskets can also weep. Budget £1200 to fix them.

The Opus electronic ignition system fitted from June 1975 causes problems when it overheats; a replacement is £370, (£180 for post-1976 units). Some owners fit a Lumenition system for £235 but, says John Neale, 'I've known some owners have more problems with the Lumenition set-up than the original, with the latter not inherently unreliable.'

A huge boot and spacious cabin make the Shadow a practical extravagance. Just be prepared for potentially high running costs



A replacement alternator costs £250; the brushes need to be replaced every 48,000 miles but rarely are. The radiator cools the engine and transmission, but the coolants are separate; a replacement costs £400.

Transmission

All Silver Shadows came with an automatic gearbox; a three-speed GM400 unit in the first left-hand drive Shadows, while RHD cars got a four-speed GM Hydramatic fettled by Rolls-Royce. From 1969 all Shadows got the GM400 transmission. Problems are rare if the fluid is replaced every 12,000 miles and the filter every 24,000 miles. Rebuilding a badly neglected transmission will cost £1300 for the three-speed unit, £3300 for the four-speeder. On later three-speed cars the transmission coolant pipes run alongside the gearbox to the main radiator and these can corrode; if a pipe bursts the gearbox will be drained in seconds, wrecking it – budget £500 for a new set of pipes.

Steering, suspension and brakes

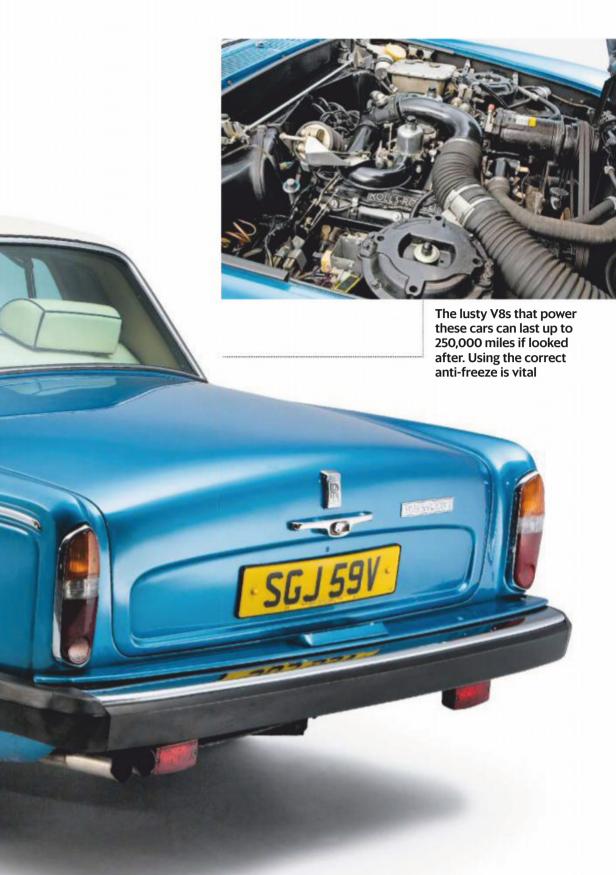
The self-levelling hydraulic braking and suspension system is effective, but maintenance and repairs can be expensive. The hydraulic fluid should be changed every four years (£1200-£1500); check its condition and

level by looking through the sight glass on the side of the reservoir, on the nearside of the engine bay.

There are two large rear subframe mountings plus four cushions ('Brillo pads') for the rear subframe. These age and distort; replacing everything costs around £3000. Front suspension bushes can also give problems and the ball joints can wear. New ones cost £200 for the lowers and £250 for the uppers.

The Shadow I's recirculating-ball steering box wears and a rebuilt one costs £600. An exchange steering rack is £500, but a box can't be swapped for a rack. The power steering belts can break (£25 each new); squeeze the gaiters to ensure they're not full of power steering fluid, as the rack can leak internally, necessitating a rebuild. The six ball joints in the steering system also wear, with new ones costing £150-£270 each.

The hydraulic braking system is relatively complex; two brake pumps maintain pressure, so use the brakes hard to ensure everything is working correctly. Check that no dash warning lights are lit up (but the wire can be disconnected from the sensor, so check the warning lights illuminate when you switch on the ignition). Removing the rear discs requires special tools; a pair of discs costs £300 and a pair of rebuilt calipers is another £600, with specialists charging £800 to do the work.



Interior and exterior trim

Predictably a full interior retrim is costly but a skilled trimmer can usually match the leather and just replace specific sections. A set of new lambswool rugs costs £725, but tired wood trim is less straightforward because patching isn't generally possible - and an overhaul to factory standards is £2000-£3000 depending on how much work is needed.

The exterior brightwork is generally expensive to replace, so ensure that it's all present and undamaged. A three-piece set of stainless steel front bumpers costs £1000; the radiator grille can split along its soldered edges and exchange replacements are around £2000.

The electrics tend to be reliable, but there are lots of servos, motors and relays, so check that everything works. It's all available and parts tend not to be costly; but labour to diagnose and fix a fault can be.

Air conditioning failures aren't unusual. A new compressor costs £420-£735, but on a Shadow II make sure its heater matrix isn't leaking; this is betrayed by anti-freeze staining on the footwell carpet. Replacing the matrix is an involved job - new ones cost £175 and because coolant will have leaked on to the climate control circuit boards, a new pair will be needed at £250. All in, the bill is likely to run to £1500.

Don't underestimate the cost of trim on these cars - whether exterior or interior. A set of stainless steel front bumpers costs £1000; cabin timber refurbishment can cost three times that

Owning a Rolls-Royce Silver Shadow



Anne & Tony Williams, Leics

'We have owned our 1980 Silver Shadow II since 1988 and it has covered 51,000 in our hands. Many of those miles were racked up on European rallies with the RREC; long-distance cruising is the Rolls-Royce's forté and the atmosphere within the club is extremely friendly.

'Keeping the car up to condition hasn't been an especially costly exercise. On a run we get about 15mpg, but using the air-con knocks 2-3mpg off this. The aircon has needed some work and the starter motor has had to be replaced, but very little has been needed really.

'Our car is garaged, but rust is inevitable; we've spent money on the scuttle and wings keeping it at bay. With this approach we've spent as much as £3000 in a year and there was a one-off cost of £6000 to overhaul the engine bay, but a £400 annual service is often all that's needed so our average annual expenditure is very good value at £1000-£1500."



John Neale, Worcs

'I bought my 1979 Silver Shadow II in 1991, having previously owned a Shadow I. I've never been let down by either car, although the Shadow II has

had a much easier life as it's done just 86,000 miles, including 51,000 with me, mainly on European rallies with the RREC.

'The Shadow II wasn't quite as well made as the Shadow I. but it's better to drive with its more modern steering and suspension. I do much of the maintenance myself. It's much easier than you'd think, although regular use is key to minimising problems. Often the biggest issue is finding someone who can accurately diagnose a problem and fix it - I've had aircon and central locking earthing faults that have taken longer to sort than they should have done, but I still average only £1000-£1500 per year to keep the car running."



Arthur Pemberton, Staffs

'I bought my 1976 Bentley T1 five years ago, having bought an S1 in 1988. While the older car is quite lacktriant of the man of the man of the lacktriant of the lacktria

aircon, cruise control and two-speed wipers.

'I do all my own maintenance and parts can be surprisingly cheap; used and reconditioned bits are available from Flying Spares, and some good-quality pattern parts are available. There's also some interchangeability; front brake discs from a contemporary Ford will fit, for example. My T1 has an LPG conversion; there's no perceptible difference running on petrol and LPG, and there's still plenty of boot space, even with the 100-litre fuel tank installed. It costs less to run than my XJ8.

Sponsored by Carole Nash insurance



'Values for the saloon-body cars have been pretty much static for some time and show little sign of moving skywards in the next few years,' says Peter McIlvenny of specialist classic car insurer Carole

Nash. 'Convertibles have however seen their values rise in the last ten years but now seem to have plateaued. As with many classics, values can vary wildly depending on condition; solid service history is a must - especially for the rear suspension and it is vital this is kept up to date. With high service costs and a tendency to rust there is no such thing as a cheap example. However, if you're prepared to play chauffeur, these cars are as popular as ever as wedding cars with the right insurance cover."

Classic car insurance quotes: 0333 005 7541 or carolenash.com

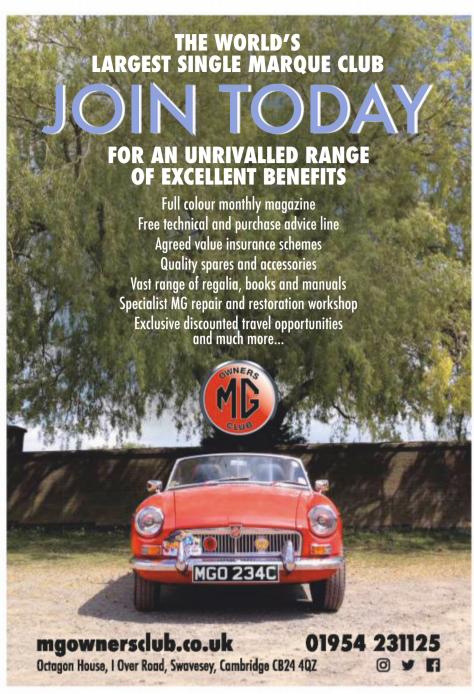
ClassicCarsForSale.co.uk



1980 Silver Shadow II - £28,500

Finished in Antelope with Tan hide and brown interior piping. Showing 60,000 fully documented miles with a full service history file that includes the

original handbook folder, fully stamped service book and factory build sheets that detail the construction and testing of this car. Interior is in exceptional original condition with original Blaupunkt Radio and Pioneer cassette player, and lambswool over rugs.





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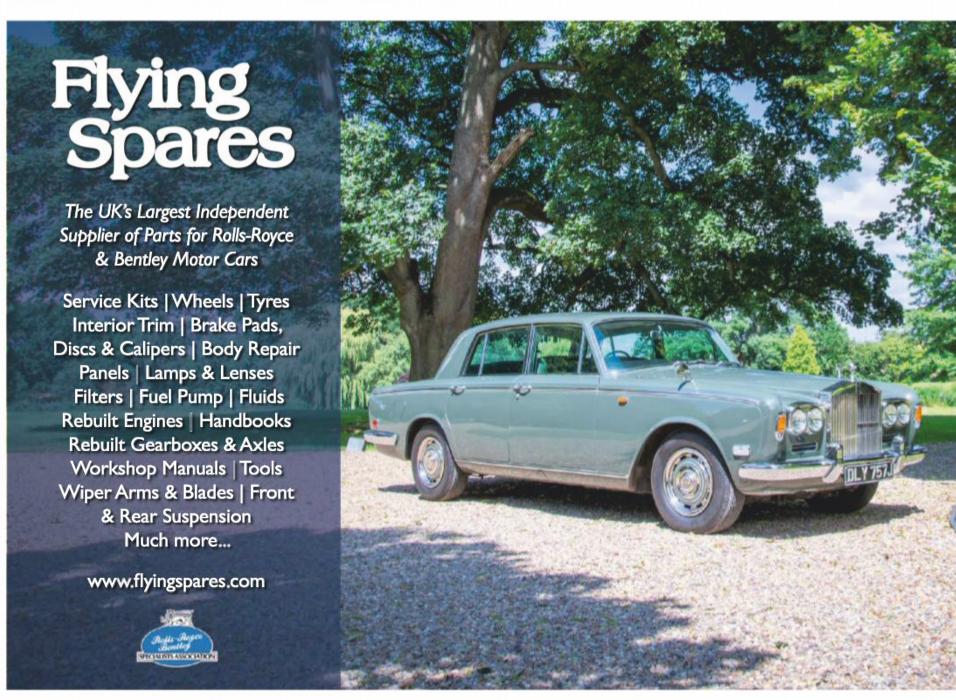
Paul Hudson

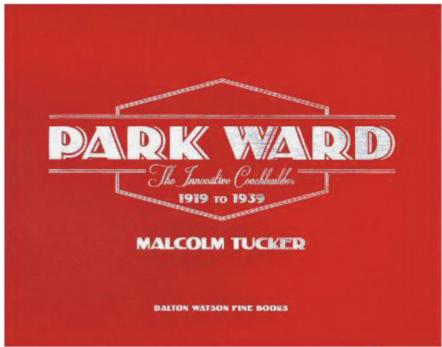


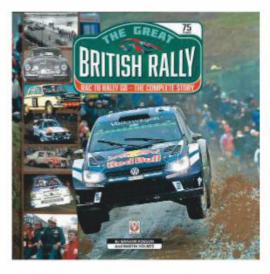
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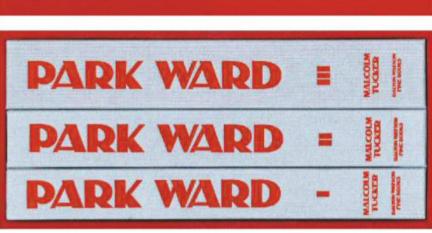


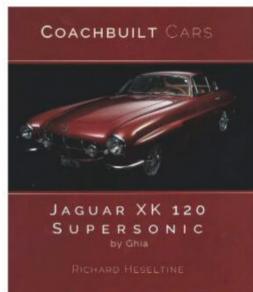
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By Malcolm Tucker, £325, daltonwatson.com, ISBN 978 1855443301 5
This three-volume slipcased monolith of a work is focused on Rolls-Royce and Bentley, although it has a far more important story to tell about the evolution of coachbuilding in the inter-war era. As well as the huge reference lists gleaned from factory records, listing all the cars bodied by the firm at the time, Tucker has sourced first-hand accounts from designers working at the coachbuilder, as well as Bill Ward's notes on the evolution of the craft. How they incorporated the stylistic demands of customers who knew little about the engineering required to maintain its refinement, and the company's occasionally fractious relationship with Henry Royce, are aspects of the story that help to justify the hefty price tag of *The Innovative Coachbuilder*.

The Great British Rally

By Graham Robson & Martin Holmes, £35, veloce.co.uk, ISBN 978 1 787113 68 8

You couldn't have picked a better pair to write such a comprehensive history of the biggest event on the British rallying calendar. Robson and Holmes have been writing about, and competing in, rallies since the Sixties. As a result, this book recounts each year's event in the kind of meticulous detail you only really pick up if you're actually there.

What this book blends so masterfully is the drama and the evolution of rallying, be it with the cars as they transition from modified road machines to homologated specials, then purpose-built one-offs; or in terms of organisation and rules, with routes ramped up to move the event on from a sociable jaunt round the countryside to something more arduous and TV-friendly. Superb value for such in-depth storytelling.

Jaguar XK120 Supersonic by Ghia

By Richard Heseltine, £35, porterpress.co.uk, ISBN 978 1 907085 82 6

It might seem unusual to devote 108 large, glossy, beautifully illustrated pages to a single coachbuilt show car. However, *The Jaguar XK120 Supersonic* marks a moment when the stories of carrozzeria Ghia, designer Giovanni Savonuzzi, engineer Virgilio Conrero and entrepreneur Luigi Segre combined to produce this truly exquisite car. And Richard Heseltine tells them all.

The book serves just as well as a history of Ghia. Heseltine also follows the trajectories of each element of the Supersonic's story beyond its creation for a wealthy French clothing magnate, from the fall from grace of the car and its owner, through the redemption of restoration, and also the real story of Ghia's incorporation by Ford. So much quality and information for £35.

MORE TO ENJOY

Alex Zanardi By Mario Donnini, £40, giorgionadaeditore.it

F1's superhuman survivor in his own words – a compelling portrait.

Healey: The Men and the Machines By John Nikas & Gerry Coker, £45, herridgeandsons.com

Yes – that Gerry Coker, the man who styled the Austin-Healey 100 and Sprite. His input, and other often-overlooked Healey sources, make this marque history more special than most.

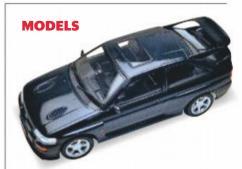
Alfa Romeo Coupés and Spiders in Detail By Chris Rees, £40, herridgeandsons.com

From early 6Cs to Giuliabased cars not even built yet, and everything in between – a thorough history of Alfa's sports cars.

The American Dream: Chevrolet Impala 1958-70 By Norm Mort, £15.99, veloce.co.uk

Year-by-year analysis of Chevrolet's everyman dream machine.

All these books are available from Chater's, many with discounts. To find out more, go to *chaters.co.uk*



1:18-scale Ford Escort RS Cosworth Norev, £79.99

It's good to see the Cossie done properly. Norev's is perfected by tiny details like the tiny front splitter and 3D chrome badging. Extensive glazing floods light into a gloomy interior. Come on Norev, give us rally versions too!



1:43-scale Pininfarina Jaguar XJ12 Matrix, £95.99

You can see the origins of the XJ40 in this resin model of Pininfarina's 1973 interpretation. The metallic bronze paint has a gorgeously glassy finish, and Jaguar tradition meets Italian modernity in the well-rendered cockpit, including offset steering-wheel badge. Expensive though.



1:18-scale Fiat 131 Abarth Ixo, £72.99

This big model of Markku Alen's 1978 Rally Portugal challenger is a bargain for a high-detail 1:18-scale diecast, and you get a lot for your money in terms of visual impact. There's a carefully-applied livery, and swathes of rally kit including spotlights and roll cage. Shame the seatbelts are 2D stickers...



1:43-scale Dagonet Citroën 2CV Norev, £39.99

Norev has focused strongly on the inimitable 2CV characteristics for this surprisingly cheap, pleasingly heavy diecast model of an unusual coachbuilt Citroën. Realistically long-sprung suspension you can rock with your thumb, a wiry steering wheel and hammock-like seat frames make it superb.

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Acquainting with Alvis

1923 Alvis 12/40

Owned by Nigel Boothman Time owned Six months Miles this month 300

Costs this month £20 in antifreeze and

garage sundries

Previously Acquired a 96-year-old new car and started a to-do list

said last month that it would be nice to work on something with BSF spanners again, and sure enough, there has been plenty of that. Getting to know any new-old car is often a process of fixing various small faults and discovering larger ones in the process. So it has proved with the Alvis.

First on the list was a nasty clattering noise that occurred when pushing the clutch to the floor. Lifting the floorboard - the work of a moment... only gravity keeps it there - reveals the cone clutch, the Carden shaft to the gearbox and the clutch stop mechanism that works on the Carden shaft. This is a flat steel arm that's pulled forward as you depress the clutch pedal - it has a pad of friction material on the end that acts on a steel disc on the shaft. This stops the clutch and Carden shaft whirling round during

up-changes, making it quicker and easier to select the next ratio.

Mine was acting on something else. The arm swings on a pillar, which at some point in history had been replaced by a large bolt. This was loose and inadequately

spaced, so that the arm drooped and touched the three-armed spider that supported the clutch-stop disc. Hence clattering noises. Rebuilding the pillar-bolt got everything back into alignment.

Next it was time to stop a drip from the fuel tap. This is a brass device under the car's fuel tank, which lives in the scuttle behind the dashboard. It's not the proper type for the car, which should have a reserve position, but it worked well enough bar the drip of unleaded onto the toeboard. Dismantling it showed that it relied on the interface between inner and outer bits of conical brass, which were somewhat ridged and worn. What to do? Patient work with wet emery paper inside and outside brought back a lot of the contact face and stopped the drip.

For my next trick, I opened the helpfully accessible tap at the base of the radiator and drained out the rusty water, refilling with a blend of clean H₂O and antifreeze

that should keep it safe through the coming winter. And then I had a break and nipped home to Edinburgh - the car is still lodging with my parents in England. While I was up north, we decided we should keep the progress going by asking the everhelpful Richard Scargill to remove and assess the propshaft, the probable cause of nasty speed-related vibrations.

Clattering clutch-stop

now cooperates corre

Richard did so, and discovered a whole salad of faults in the shaft assembly, but also a worrying feature of the axle casing. The back axle bolts through to the castings around each hub, and perhaps because the shaft has been flailing around so much, every bolt had worked loose and hub sections could be rotated half an inch or so. On my next visit I put a dab of threadlock on each bolt, positioned the hub castings and axle casing where they should be and did them up tight.

Next time? That propshaft repair... if all goes well, it could transform the car.



Now it's keeping coolant

1984 Michelotti PAC

Owned by Malcolm McKay (MMcKays@aol.com)
Time owned Eight months
Miles this month 0
Costs this month £80

Previously Malcolm takes custody of a unique show prototype, unseen since the Eighties

nveiling the Michelotti PAC approving the crowd of microcar fans in early September, when we hosted the National MicroCar Rally on our fields, was a highlight - but I had pushed my luck by driving it even a short distance with the bottom of the radiator spewing out water after its 35 years in storage. It's strange that it corroded so badly because the rest of the prototype seems to have survived the decades corrosion-free. I'm hoping that the corrosion hasn't affected the engine internals too.

There was no time to look at it further after the NMCR, because I had to get the E-type ready for its Pyrenees adventure, but I did spend some time online looking for parts. Fortunately, even though the 550/600cc Daihatsu Cuore/Mira/Charade

range that it's based on has almost disappeared from Britain's roads, service parts are still kicking around and I found a brand new radiator for £78.

I was a bit worried that it wouldn't be the correct part - who knows the exact origins of the rolling bodyshell that Daihatsu supplied to Michelotti? - but when the Valeo box turned up, I was delighted to find the radiator inside was almost 100 per cent identical to the original, with all orifices the same. Just a couple of small strengthening ribs on the header tank added to the original spec.

It was also exceptionally easy to replace. There is a neat plastic screw plug for draining - not that there was much to drain - and I just had to release the spring clips holding the three rubber hoses, undo two bolts at the top and unclip the electric fan wiring. The radiator then lifted off a neat clip at the bottom. Once out, I could unbolt and swap the fan.

With the radiator out of the way, I sprayed all accessible areas of the front subframe with wax spray; typical of Japanese-market cars, it was just painted with no extra protection. I plan to wax-spray the whole of the underside

before using the car in earnest - it seems the most sympathetic way to preserve its originality. Fortunately I bought a bulk box of Comma Wax Seal a while ago.

The old and new radiators prior to swapping the fan

While taking a look under the front, I spotted another problem - the thin steel band that holds the outer driveshaft gaiter on the driver's side had broken, and the gaiter had pulled itself off the hub. Fortunately this was easily and inexpensively fixed with a cable tie.

The radiator and fan then went back in and were easily connected up; I made sure to put more than adequate antifreeze with corrosion inhibitor in with the distilled water when I refilled the system.

The carburettor must still have some dried old fuel restricting it, because the engine was reluctant to start. It burst into life with Easy Start, however, then ran strongly with the choke out. It warmed up fully with no leaks, but still refused to run without choke. I'll put some Redex in with the fuel at the next fill and see if that helps.

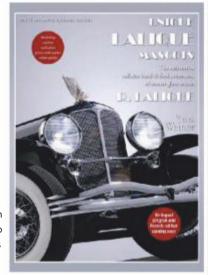
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The second (Vol 2) of the title: "Unique Lalique Mascots" sub title: "The automotive radiator hood & desk ornaments of master glass artisan R. Lalique (including auction realisation prices with market values guide)" by G. G. Weiner with a Foreword by (the present) Lord Montagu of Beaulieu and a Preface by the BBC Antiques Roadshow expert Eric Knowles.

"Unique Lalique Mascots"

Information on modern made pieces, fakes on the market, where to look for and where to see these mascots, and also information on how to take care of them. See close-up details of the many varied signatures used at different periods of production. Up-to-date values and auction realisation prices etc. This has all the vital information that many specialists and auction houses should now have access to, sadly lacking in their descriptions... up till now!

This follow-up edition supplements the first edition published by The Book Guild Ltd which was in a limited hardback edition of 500 copies only, and was still available (at a price! at the time of writing) on Amazon and eBay. Vol. 2 covers in depth and far more detail on all aspects of the car mascots including the as yet un-published description and images of the factory colour test pieces and prototypes. Also laid to rest the many rumours that abound concerning 'The King's Greyhound', the one-off special commission for HRH Prince George, later to become King George V1 of GB.

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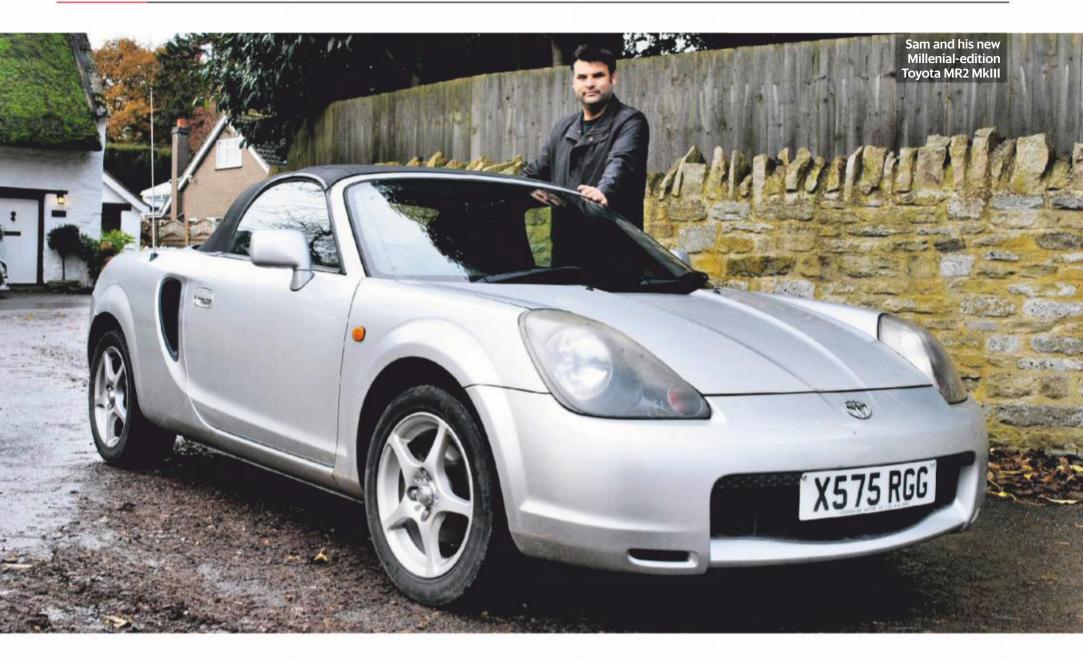












Sam goes project-dodging in search of fun

2000 Toyota MR2

Owned by Sam Dawson (sam.dawson@bauermedia.co.uk) Time owned One month

Miles this month 138 Costs this month £1350

Previously Sold Chevrolet Camaro at auction

fter an in-depth chat with the owner of a superb MR2 MkIII at the NEC Classic Motor Show, I went off in search of one, armed with vital bits of buying knowledge. Key points? Hood replacement costs a fortune. crossmember chassis can harbour hidden rust. And moderately high, service-backed mileage

pre-catalyser is far less likely to disintegrate, sending metal shards into the inlet valves.

I also wanted an early MkIII, with the more satisfying, more robust five-speed gearbox, lack of intrusive traction control and more timeless styling. A bit of internet searching - with reference to the DVLA's invaluable MoT-checker service, turned up two identically-priced examples, both with fewer than 90,000 miles and for sale at dealerships less than an hour's drive away.

They couldn't have been more different. Arriving to see the first, being sold by a dealer specialising in more expensive classic sports cars and screaming 'trade-in', I was instantly suspicious of the way its roof was down on a cold, drizzly day. Erecting it revealed fist-sized holes in it above the B-posts. Suddenly, the salesman switched is better than something that's barely from describing the car as mint to claiming being, I'm just enjoying a fun classic I can been used, because it means that the it was a project, and dropped £400 off use. Now when will it stop raining?

before I'd even made him an offer. I left and set off to see the other example.

This one sat among family hatchbacks on a more down-to-earth used-car pitch in Bedfordshire, and once the exhaust had coughed out a bit of condensation, it was soon revealed to be much better. Crisp engine snort, watertight hood, solid rear crossmember and enough of a service history from two long-term owners - a decade apiece - to convince me it was good enough. I handed over the money.

It's not as stiff as an Elise, but you can feel the influences of engineer Tadashi Nakagawa's own Ferrari 328 GTS and the car's genesis not in Japan, but Italian design house CECOMP, in the way it drives. Future plans will include a de-pre-catted exhaust and better tyres, but for the time

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2 tonne floor*#	£269.00	£322.80	
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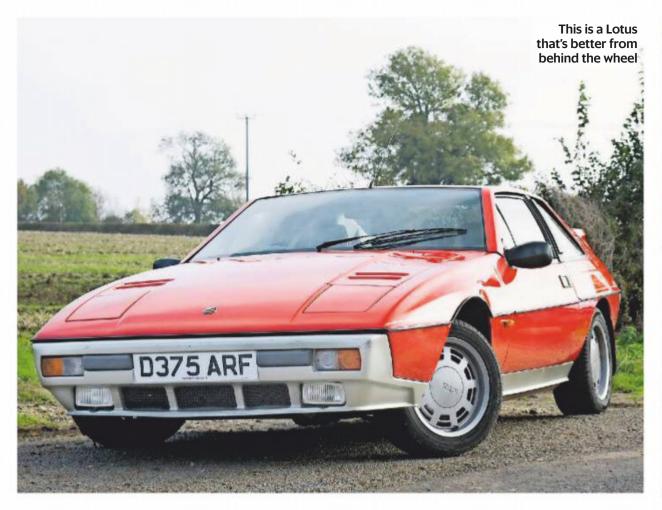
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Lotus Excel SE £7000

Strong mechanicals and a thorough history overcome cosmetic flaws to make a compelling driver's car, says Emma Woodcock

1986 SE model, this Excel is a survivor with the paperwork to match. The folder includes photos from the car's earlier life, full service history which confirms an odometer reading of 105,751 miles, and every MoT. Before its most current certificate – issued in July 2019 – the Lotus was last tested in 2014. There's also a workshop diary from a previous owner, explaining that the sills and both bumpers were resprayed in their current custom silver in the Nineties.

The paintwork has bubbling over the bootlid and peeling lacquer around the nearside front wheelarch. The silver sections show an especially high level of wear. There's crazing at every corner and the original red is showing through in places. Lift the bonnet and the news is better - chipped cam-cover paint and small patches of surface corrosion are the only blemishes, and there are no leaks.

LotusBits has livened up the cabin with a pleated custom headlining and new material covers the parcel shelf. The interior is correct and complete, but the front seats have lightened and the passenger's side doorcap has partially discoloured. The leather bottom edge of the dashboard shows wear, and the walnut veneer panels are very slightly warped, but general condition is good. The steering wheel rake adjustment operates smoothly, the major dials are evenly backlit and the footwell carpet is dry and unmarked.

Lights and indicators operate promptly and the heater works, but the non-standard stereo and car-phone microphone are both non-functional. The aftermarket immobiliser operates according to its own whims, but seller LotusBits can remove it before sale. Both electric windows drop readily but rise inconsistently, the driver's side sticking occasionally, and the electric door mirror adjustment doesn't work.

The car's mechanical condition is far stronger. The Excel has just been serviced, with new filters, plugs and brake and clutch fluids, plus a new cambelt, tensioner bearing, thermostat and front crank seal. The suspension and brake discs are within the original Lotus wear parameters. One floor panel, the rear seatbelt mounts and some brake pipes have been replaced because of corrosion, but the galvanised chassis has no rust. A matching set of

205/50/15 Avon AV3 tyres is fitted too, though the rubber's age is unknown.

Starting cleanly, the SE idles at a mostly steady 900rpm, only wavering when stood for long periods, and oil pressure stabilises at 4.0bar when warm. A pleasure on the open road, the engine pulls consistently throughout the rev range and throttle response is instantaneous. Gearshifts are crisp, but first clunks slightly and requires a firm hand. The brake pedal has excessive travel - LotusBits plan to flush the fluid again - but bite is strong. Steering feedback is exceptional, if jittery in fast direction changes, response is fast and grip strong.

So it drives like a Lotus, and its appeal - fittingly - is to those who prefer driving their cars to polishing them.

CHOOSE YOUR LOTUS EXCEL

- Introduced in 1982, the Excel used Lotus' own 912 aluminium inline-four and a Toyota five-speed manual 'box. Early cars made 160bhp. Galvanised backbone chassis, glassfibre body and 2+2 seating were all production constants.
- More powerful SE arrived in autumn 1985. Higher compression, higher-lift camshafts and larger inlet/exhaust porting for 180bhp.
- Interior changes and a rake-adjustable steering column were adopted for 1986.
- ▶ Excel SA introduced in early 1987; 180bhp engine, ZF four-speed auto, £3300 extra and the 60mph sprint lengthened to 8.6 seconds.
- ▶ A 1989 facelift saw a new front bumper and revised rear wing modernise the range.
- ▶ Production ceased in 1992.

HAGERTY

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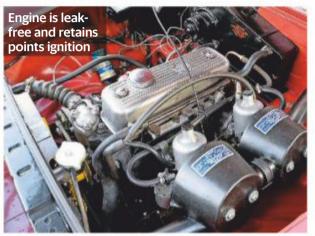


1986 Lotus Excel SE

Price £7000 **Contact** LotusBits, Rugby, (01926 633211, *lotusbits.com*) **Engine** 2174cc dohc in-line four-cylinder, mechanical fuel injection **Max Power** 180bhp @ 6500rpm **Max Torque** 165lb ft @ 5000rpm **Top Speed** 135mph **0-60mph** 6.8sec **Length** 4.4m **Width** 1.8m **Mpg** 28.6







1967 MGB Roadster £21,950

It drives like a new one – and with limited mileage since it was reshelled, that shouldn't come as a surprise, says Paul Hardiman

his very late MkI (GHN3) was reshelled around 2010 and, judging from old MoTs, has covered barely 5000 miles since. Other than the Heritage bodyshell, it's pleasingly original, still with lever-arm dampers all round and the standard mechanical fan.

The car is rot free and protected by Waxoyl underneath and in box sections, as evidenced by plastic plugs in the door shuts. The floors are perfect and the sill joints still sharp, with clear drain holes. Cosmetically, it's just settling in nicely, now showing only a few minor blemishes in the otherwise very attractive paint - and you have to look quite hard.

There's a little paint losing its grip around the right tail-light, a tiny area of bubbling at the top of the driver's door and one small chip on the nose of the bonnet. Lesser issues include tiny stone marks in the front and a couple of sink spots on the scuttle, which would hardly be worth a mention on a cheaper car. Though British Motor Heritage bodyshells have been criticised for minor details of finish, door fit and closing is very good on this example.

The chrome is all good, as is the hood, with a clear rear window (and one tape repair inside a seam), the wheels are either new or refinished wires, and the tyres are hardly-worn 2009-dated Firestone F-580s (and an unused 2010-dated spare), again pointing to the date of restoration. Bills after that cover replacing the gearbox and overdrive with rebuilt units in 2011, and fitting an alternator (a dynamo was standard until the MkII of 1968). It had new rear dampers, front calipers and a replacement rear crankshaft seal in 2016. The rear half of the exhaust is also newish.

Inside, the carpets are unworn, protected by rubber overmats; door trims are very good and the seat leather is just taking on a few creases, more so on the driver's side. There's one small blemish in the dashboard crackle finish between the heater controls and one star-crack in the top roll above the main instruments, and there are speakers cut into the side trims behind the seats, effectively out of sight.

The motor is tidy and leak-free, wearing standard air and oil filters, and still running points ignition. The coolant tank is full, and oil is cleanish. It starts easily with no choke engaged and drives really tautly - this must

be what a new MGB felt like in 1967. It goes well, the ride is quiet and well-controlled, the unservoed brakes firm and the gearchange, once warmed up, is excellent.

We weren't able try the overdrive for ourselves because the wires were disconnected from the switch on the day, but later investigation proved it to work perfectly, as per Runnymede's advert. Oil pressure is a very healthy 65psi at 2500rpm, rising to 70 with more revs, and still over 40 at warm tickover.

The car is sold with tools including wheel hammer plus a good history file which includes correspondence between previous owners and an album of photographs showing the restoration work (although no corresponding bills).

CHOOSE YOUR MGB

- ▶ The MGB launched in 1962, using generic BMC mechanicals largely drawn from Austin A60 but with a larger 1798cc B-series engine, upgraded from three to five bearings in October 1964.
- ▶GT three-door hatchback coupé appeared in 1965, and there was a full-synchromesh gearbox (based on MGC 'box) for all models from 1968.
- Born to replace the Austin-Healey 3000, the MGC appeared in both Roadster and GT form in 1967 with 2912cc Morris Engines C-series straight-six. You can spot one by its taller stance on 15in wheels, but more easily by the chrome-trimmed bonnet bulge to accommodate the radiator and front carb.
- ▶ A belated replacement for the MGC GT was the MGB GT V8 made from 1973-76.

HAGERTY

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1967 MGB

Price £21,950 Contact Runnymede Motor Company (01753 644599, runnymedemotorcompany.com) Engine 1798cc all-iron ohv four-cylinder, two SU carburettors Max power 95bhp @ 5400rpm Max torque 110lb ft @ 3000rpm Top speed 104mph 0-60mph 12sec Length 3890mm Width 1522mm Mpg 25

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Finished in Shell grey over Caribbean Blue with Grey hide interior. It has been the subject of many thousands of pounds of restoration and is in very nice condition for such an early car £23,955



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2001 Aston Martin DB7 Vantage Volante

Finished in Stronsay Silver with pale grey and blue hide interior. Lovely condition, 46,000 miles, continuous service history £29,950



2002 Aston Martin DB7 Vantage

Finished in Stronsay Silver with contrasting pale grey and blue hide interior. 72,000 miles and a perfect driving car £28,950



1954 Aston Martin DB2/4 Finished in Midnight Blue with beautiful grey hide interior. Single ownership for the past 20 years. Extremely well maintained and upgraded, bound to continue to increase in value after Brexit. Very reasonably priced for one in this condition at £139,950



2000 Aston Martin DB7 Vantage

In special order Porsche Cobalt Blue, rare manual transmission, 38,000 only with complete service history, unrepeatable value at £39,950



1973 Aston Martin V8

Finished in Midnight Blue with sand beige hide interior. The subject of a £135,000 rebuild with invoices to prove. This car is far too cheap at £89,950. No Offers



1971 Aston Martin DBS V8

Finished in Signal red with contrasting cream hide interior with bespoke walnut cappings. Beautifully restored about 10 years ago £165,000



1978 Aston Martin V8

Oscar India in Aegean Blue with Cream hide interior, Engine rebuilt by Aston Engineering only 8,000 miles ago, Beautifully kept £129,950 Aston Engineering only 8,000 miles ago, Beautifully kept



In Tartan red with black hide seats, fully restored including a new Heritage shell, fitted with wire wheels and overdrive. Offered at less than the rebuild cost at £18,950



1982 Ferrari Mondial

Finished in Silver with sumptuous red hide interior and in superb condition both bodily and mechanically. Very realistically priced at £27,950



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Noth finished in Colorado red and black and both in very nice condition, The 100/6 priced at £47,950 ONO and the 3000, MkII at £39,950 ono

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1931 TJ 12/50 4 SEAT TOURER BY RICHARD BREESE



1931 TJ 12/60 BEETLEBACK BY CARBODIES



1936 SPEED 25 TOURER BY CROSS & ELLIS



1933 SPEED 20 TOURER BY MARSHALLS



1953 TA 21 DHC BY TICKFORD



1961 TD 21 DHC BY PARK WARD

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1961 TD 21 Saloon by Park Ward; 1962 TD 21 DHC by Park Ward
1965 TE 21 Saloon by Park Ward; 1966 TF 21 DHC by Park Ward

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Engine is in good condition with newish exhaust

1953 Alvis TA21 £59,000

A well-specified example that's well known to vendors and renowned Alvis specialists Red Triangle, says Paul Hardiman

his Tickford-bodied drophead, one of 302 convertibles out of 1316s TA21s built in total, was bought on 24 July 1953 from Brooklands of Bond Street by a Mr Vasolije Vornovich of Bracknell. Highly specced when new, it retains its original HMV push-button radio and seat belts to this day.

From 1976-88 the Alvis lived in Toronto, while the old MoTs with the car track back to 1994. The current vendor, Red Triangle, offered it for sale previously - in 2002 - and it was also serviced there from 2009-11 when it was bought by the last owner. Red Triangle started looking after it again in June 2019, when about £8000 was spent including fitting new rear springs. In 2010 it received a replacement unleaded-compatible cylinder head, then a new camshaft and another replacement head in 2015; the old cam is in the boot.

Having the air of a very original car that's been gently refurbished and titivated over its life rather than undergoing a large and comprehensive restoration all in one go, it was last repainted in its original colour during a body restoration by VRV Automobiles in Bognor Regis in 1999. It's holding up well, with good door fit, the only minuses being a small rust star on the left rear wheel spat and a little road rash to the front of the same arch - the right side is much better. There's one small chip in the right side of the boot opening. The chrome was redone at the same time and is still good, apart from a couple of ripples and dings in the front bumper. The tyres are well-treaded Vredesteins.

Inside, it's all still good. The rear seat leather looks almost unused, the driver's side front being the most heavily worn - it's shiny, creased and baggy. The carpets, with leather edging to match the seats, don't look very old, although the driver's heel pad is already splitting. The door trims are very good, the timber not quite so much - the door cappings are slightly delaminating both sides and the glovebox lid has a couple of cracks, while the dash itself is in good condition. The vinyl hood is good and may be the original - it's straightforward enough to stow, using the hood bag,

The motor is a bit less than concours, with a fairly recent modern battery, but it's functional, with a newish fabricated exhaust from the cast manifold down.

It starts easily and drives well, with a good, supple ride thanks to those recently replaced rear springs. It's swifter than you expect, but Alvises are sporting cars and this is lighter than its slightly weighty looks would suggest, at under 1500kg - roughly the same as a diesel Ford Focus estate.

The steering is slop-free and the brakes are smooth; the all-drum system pulls up straight with a longish pedal, and the handbrake holds well. Oil pressure is 50psi on the move, with temperature at 75°C; both normal. It will have new fluids and a service at sale; it's priced slightly over other comparable cars on the market, but it is well-specced and you are effectively buying from the factory.

CHOOSE YOUR ALVIS

- ▶1946 TA14 was the first post-war Alvis, with 1892cc four-cylinder and rod brakes. Saloon by Mulliner, dhc by Tickford or Carbodies.
- TA21 (1950-'53) used same centre section, with extended front/rear, coil springs, hydraulic brakes, new 2993cc six. Saloon and drophead
- TC21 updated, 757 made 1953-57, saloon only.
- ▶TC21/100 Grey Lady improved version with bonnet air scoops also available as drophead.
- ▶TC108G (1956-1958) coupé in style of Graber.
- All-new TD21 (1958-63) built by Park Ward;
- saloon, coupé and dhc, now with 115bhp.
- ▶TE (or 3 Litre Series III) 1963-1966 identified by stacked headlights, body by Mulliner Park Ward.
- ▶ TF21 (3 Litre Series IV) was the final Alvis all disc brakes, 150bhp with triple SUs and optional power steering. Production ended in 1967.

HAGERTY

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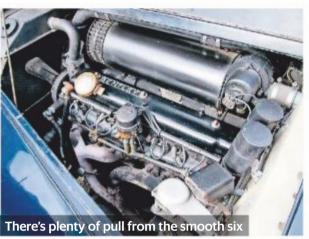


1953 Alvis TA21

Price £59,000 **Contact** Red Triangle, Kenilworth (01926 566880, *redtriangle.co.uk*) **Engine** 2993cc ohv in-line six-cylinder **Power** 93bhp @ 4000rpm **Torque** 147lb ft @ 2000rpm **Performance** Top speed: 83mph; 0-60mph 17sec **Length** 4636mm **Width** 1676mm **Mpg** 19







1953 Bentley R-Type £39,995

This handsome old horse rides wonderfully, but a hands-on buyer will find minor jobs worth tackling, writes Theo Ford-Sagers

eafing through this Bentley's hefty history file you'll find a lot of four-figure receipts, year after year - but according to a letter in the file, the last full restoration was in the late Eighties. A £5700 bill for roof pillar refurbishment and interior wood is from 2009, with a further £9300-worth of bodywork in 2010. Engine work, plus indicator installation - rendering the original trafficators redundant - and other jobs totalled nearly £18,000 in 1999/2000.

The paint is smart and lustrous with no significant chips or scratches. You'll find a small run on the front offside wing and a little breaking paint around some panel seams, but the pinstripes are spot on - as are shutlines, mudflaps, glazing and lamps.

The white wheels should technically be silver but make appealing highlights, and the 195/90 R16 Dunlop Road Speed RS5 tubed tyres show ample tread. The bumpers are recent replacements, and the brightwork is all spot on. Underneath, the wheelarches appear solid. There's surface rust around the chassis, engine subframe and lower areas of the inner wings, although the only structural corrosion

we could find was in the nearside sill. The vendor promises to fix this for the buyer.

The view under the bonnets - one each side - is one of period patina rather than gleaming perfection. The dipstick shows transparent oil, and there's just a little seeping around the top of the oil filter housing. No other causes for concern are apparent, and a few period touches are on display in the form of a rubber torch clamped to the bulkhead, and a glass washer bottle. Recent carburettor gaskets belie their recent refurbishment. A perfectionist might wish to have various components repainted (the intake manifold and a few linkages are looking flaky) while cheap hose clips spoil the atmosphere - easily remedied. The bulkhead, though painted cream, is apparently factory-correct.

The interior is in fabulous condition, with immaculate wood and no damage to the leather seats. Quality mats and carpets are fitted; peeling them back reveals a little surface rust around the edges of the footwells. There's a slight stain in the headlining; it feels dry, but we didn't take the car out in the rain. Front seatbelts are fitted. Boot trim is clean and dry, its floor solid, and a period jack lives with the spare.

On the road this R-Type is a joy. The engine fires instantly, trickles along at a smooth idle and you're soon wafting effortlessly at 60mph-plus. All gears engage without fuss, although the clutch biting point feels a little high.

There's healthy oil pressure - above 25psi - a stable temperature needle and no intrusive noises or wobbles. The brakes, equipped with new front cylinders, are remarkably responsive and the ride is beautifully smooth. However, potholes induced a little more kickback through the wheel than should be expected - worth discussing with the vendor.

This is one of the UK's more expensive R-Types available today, although it's working hard to justify its price tag.

CHOOSE YOUR BENTLEY R-TYPE

▶ The R-Type entered production in 1952, with the 'big bore' 4566cc version of the straight six from the outgoing MkVI. It answered buyers' calls for greater luggage carrying capacity.
▶ Also from 1952, the R-Type Continental combined the R-Type's chassis with a lightweight body, the majority crafted by HJ Mulliner. The 153bhp straight six offered genuine 100mph-plus cruising, being the fastest four-seater production car of its era; 208 were built.
▶ 1953 saw the introduction of a Hydra-matic automatic transmission, sourced from General

automatic transmission, sourced from General Motors. It became standard fit shortly after.

• After a production run of only three years and totalling 2323 cars (excluding Continentals), the R-Type was replaced in 1955 by the S1.

HAGERTY

Quote £311.89 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181



1953 Bentley R-Type

Price £39,995 Contact Classic & Sportscar Ltd, North Yorkshire (01944 758000, *classicandsportscar.ltd.uk*)
Engine 4566cc, six-cylinder, side-valve Power 140bhp Torque n/a Performance Top speed: 102mph; 0-60mph: 13.8secs Length 5067mm Width 1778mm Mpg 15





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1966 Ford Mustang 289 V8 Coupe — This is the not the typical, average Ford Mustang 289 V8 Coupe we see on the UK market. This is a very correct, original car with provenance, exceptional history dating back to 1966 and a genuine 66,000 miles from new. The Ford was supplied new by Fred Lautze Inc on Airport Blvd, San Francisco, California on the 21st April 1966 to Fulvio Garzoli, a WWII veteran of the US Nay residing in San Francisco. The Mustang then spent 33 years in the City (Its whole time in the USA), changing hands just small number of times. The original Ford Mustang service book is with the car......................223,995





1966 Rover P5 3 Litre Saloon – This incredibly original, lovely motor car has driven to us from the Scottish Borders, arriving to with us in Yorkshire with 99000 genuine miles. Still in its original specification, retains a largely original and stunning Red leather upholstery. This is a real time warp, a fantastic 1960's family saloon that's capable of regular use with a truly wonderful, super quiet 3 litre engine...........£14,995









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1965 Mercedes Benz 230SL 5 Speed Manual – This show standard, pristine collection quality Mercedes Benz 230SL is an original RHD, UK Home Market car, first registered on the 17th May 1965 with matching numbers and rare, highly desirable and original 5 speed ZF gearbox. Covered just 200 miles since a complete nut and bolt restoration that has lasted almost 26 years. Truly superb............ £139,995













2004 Ferrari 575 Maranello – This truly outstanding Ferrari 575 Maranello has covered just 30,000 miles from new and has an impressive, full mair dealer service history. This magnificent example was ordered new through Ferrari dealership HR Owen on the 19th July 2004 in Blu Tour De France wift Beige Hide upholstery and was supplied with Red Brake Calipers, Blu Scurc Dash/Pillars, Scuderia Ferrari Shields, Beige leather Rear Shelf, Blu interior stitching, Blu Scurc Steering Wheel, Additional Glove Compartment and Supaguard taking the full 'new' price before discount to £167.000. £99.99





1971 VW Beetle – This really is a beautiful little car. One owner for around forty years and in total has had just five owners from new. A very original car still retains its original dealer rear window sticker, original Smiths rear window heater sticker and all the window glass is still etched with the cars original number. A recorded mileage of little over 54,000 and from the originality, we believe this to be



1995 Aston Martin Virage Volante Widebody – First owned and registered by Aston Martin Lagonda Ltd with their very own factory display plate 'AM V8'. Only 26 factory built Widebody cars were ever produced. In 2017 at 22912 miles this car had over £10,000 spent with prominent Aston Martin classic specialists in the South of England. Body and paintwork are presented in beautiful condition. Stunning Green piped Parchment leather.£149,995







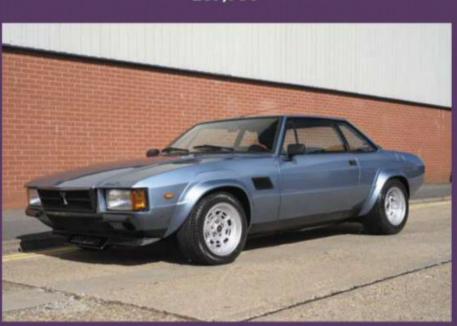
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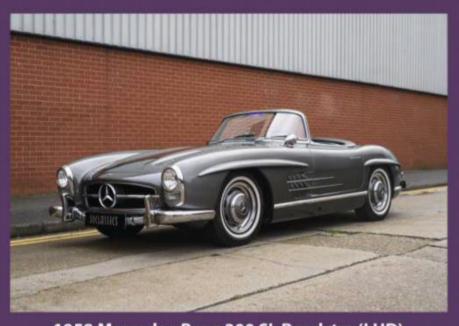




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The last of the great 6C Gran Turismo lineage	
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1979 ROLLS ROYCE CORNICHE 5000 SERIES FHC 1964 ROLLS-ROYCE SILVER CLOUD 3. Smoke 1934 ROLLS ROYCE 20/25 SPORTS SALOON BY Finished in Royal Blue with Magnolia hide interior. 1972 ROLLS-ROYCE SILVER SHADOW LWB, Green over Shell Grey Green Hide interior. 72,000 PARK WARD. In Black Magnolia hide Interior Just 3 Known to us for many years. Last gentleman owner Regal Red Grey hide Just 2 former keepers. Last miles Just 4 former keepers. Good Service History. owners from new. Excellent history file. Known to us for 14 years. 65,477 miles. Just completed a full owner for over 30 years. Exceptionally maintained. A first class example in outstanding condition for last 6 years. A beautiful, rakish Park Ward sports overhaul. A wonderful example of these increasingly Rare Long wheel base version. Extensive history £18,000 saloon in exceptional original condition......£58,000 rare and much sought 5000 series cars....£79,000 file......£18,000





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Turbo finished in Red Pearl Magnolia piped Red interior.
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WARD SPORTS SALOON Dark Grey and Cream
Light Grey hide interior. Very well maintained by specialists. Large history file. A magnificent driving Derby Bentley with up-rated rear axle. Wonderful throughout.

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Concours restored matching numbers with 5 speed, black or chrome wire wheels and disc brakes. Fabulous

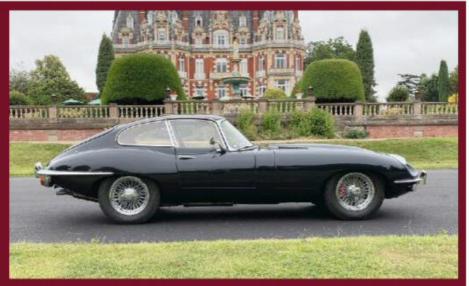
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Vegantune engine, Spyder chassis, knock-on
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1997(R) BMW Z3 2.8i Roadster
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2000 Mercedes SLK320 Convertible.

Metallic Brilliant Silver with Anthracite leather.
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2000(W) Mercedes SLK320 V6 Convertible
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2002(51) Mercedes SLK320 V6
Convertible. Metallic Lazulite Blue with
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Only 51,000 miles, FSH. Stunning colour and
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quality condition.
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2001(Y) Mercedes CLK320 Avantgarde
Cabriolet. Brilliant Silver, 2-tone Grey leather,
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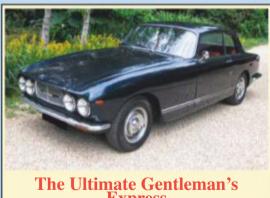
Quite unrepeatable

1949 Bentley MKVI Standard steel. Having undergone a total nut and bolt body off restoration at the cost of over £50,000, including a brand new engine some 3 years ago. Quite faultless, being finished in Dove Grey with contrasting Beige interior. Any inspection invited. £34,500



A Real Little Gem

1931 Wolseley Hornet. With coachwork by Eustace Watkins. 2 owners from new, totally restored to the last nut and bolt 17 years ago by our own mechanic who is still the owner now. Full weather equipment and eligible for VSCC events £29,950



Express

1972 Bristol 411 Series 3. With registration 411. Totally restored including rebuilt engine and gearbox. Having specialised in the Marque for over 40 years I can clearly state this is probably the finest example on the market. Possibly a concours contender £69,500



A PERFECT INVESTMENT

1948 Delahaye 135M. Very Rare Three Position Drophead Coupe. Coachwork by Pennock. Original Right Hand Drive. Some 14 years ago a total nut and bolt body off restoration was undertaken, at which time literally everything that could possibly be done was done. Now a recent full and extensive service has just been carried out including all brand new tyres. Her pontoon-style front wings and her 3.5 litre engine makes her a stunning, rakish, sporty, drivable car, keeping up with modern day traffic. Finished in deep Maroon and Burgundy with fine Silver coach lining, biscuit leather interior, matching Mohair hood and contrasting maroon carpets. The perfect long distance family touring car and sensibly priced. Part exchange considered. £245,000



Just look at this! What a head turner.

This original 1939 Ford 4.0 Litre Flathead V8 Convertible Club Coupe with rumble seat is just like brand new, having undergone a total nut and bolt rebuild at the cost of over \$100,000 with full photographic evidence and all bills, with so many upgrades it is unbelievable. Just to name a few, she has Offenhauser heads, Fenton exhaust manifolds, twin Stromberg 97 downdraft carbs, in-house air conditioning, telescopic shocks, Ford banjo axle with stainless steel transverse leaf spring suspension, with an upgraded American 5 speed Tremec gearbox for nigh speed touring, aluminium radiator, all braided fuel hoses and all stainless steel brake pipes. Literally everything was done including having a brand new chassis reproduced. Her superb hand painted ghost flamed paintwork makes her a flamboyant master piece and under the bonnet is a sight to behold, a sheer piece of art! She is UK registered and ready to go now. This fantastic original American Classic would be the envy of all your friends. Unrepeatable at £69,500



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1952 Bentley R Type Manual. Totally restored both bodily and mechanically, including a re built engine, a bare metal respray, refurbished chrome, all new interior trim, new headling and totally refurbished wood work to a very high standard. A lovely example and drives beautifully £34.500



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1999 TVR Chimaera 500. With Taraka upgrade. In Ceramic Blue Pearl with Magnolia leather interior. Estoril alloys, Nitron shocks, Wilwood brake calipers. Registration T500. Exceptional with full TVR service history. Having been owned locally to us for over 10 years £21,750



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1996 Jaguar XJS 4.0 Litre Celebration. Full Jaguar history. Every conceivable extra. Been in a private collection for many years. Finished in stunning, Bordeaux metallic with Parchment interior, matching carpets and Black hood. Just serviced by Jaguar specialist with new MOT.

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MERCEDES-BENZ CLK 320 ELEGANCE CABRIOLET 2004: Ice Blue with Dark Charcoal hide interior. Black soft-top. AMG alloy wheels. One private owner until earlier this year. 15,000 miles only from new. Full service history. Air conditioning, electric seats etc....£10,995



JAGUAR S-TYPE 3.8Ltr 1964: Opalescent Dark Green with Suede Green hide interior. Chromium wire wheels. Manual (all-synchromesh) with Overdrive. 58,000 miles only from new. Purchased by ourselves in 1994 and exported to Holland from where it was repatriated a couple of years ago. One of the most original examples left and very rare as a 3.8 Ltr.....£38,500



JAGUAR SOVEREIGN 4Ltr LWB 1997: Sherwood Green with Ivory hide interior. 'Crown' alloy wheels. 25,000 miles only from new. Air conditioning, heated front and rear seats, wood & leather steering wheel, full stainless steel window trims and other usual refinements

MERCEDES-BENZ SL 320 (R129) 2001: Tansanite Blue with Beige hide interior. Tansanite Blue Panoramic hard top and Navy Blue electric soft top. 19" alloy wheels. Tony Purslow's demonstrator plus one private owner from new. 24,000 miles only from new. Full history. Air conditioning, power-fold mirrors and other usual refinements. MERCEDES-BENZ CLK 320 ELEGANCE CABRIOLET 2003: Brilliant Silver with Anthracite hide interior and Brown Ash wood trim. Black soft-top. 16" alloy wheels. One owner. 38,000 miles only from new. FMBSH. Air conditioning, front & rear park-assist, sat-nav, electric memory seats and other usual refinements..............£8,995

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Totally restored from the chassis by Art & Revs in 2018/2019, the car stormed in the Peter Auto's Endurance Legend Championship and proved to be the fastest GT1, even winning overall ahead of the prototypes at Le Castellet. It is offered with only 8 hours since its complete rebuild and is fully serviced, this is one of the very best car to enter into the fantastic Endurance Racing Legends series.

Art & Revs would be please to pursue its service and offer track support to its new owner for the 2020 season.





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2009/09 Bentley Arnage T Mulliner Level II.
Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate £49,999



2009/59 Bentley Continental GTC Mulliner. . Finished in Onyx with Black roof, 20 inch Mulliner wheels and Linen interior, with contrasting Flying B's and Mulliner stitching. With 3 spoke steering wheel, remote garage opener and space saver spare wheel. Only 39,000 miles with full Bentley history. Immaculate throughout £46,950



2008/08 Bentley Continental GTC Mulliner. Finished in Glacier White with Black hood and 20 inch alloys. Beluga interior with Mulliner cross stitching and Flying B's in Portland with Piano Black veneers, massage front seats, power boot, reversing camera and spare wheel.
Only 44,000 miles with FSH. Unmarked, only £39,999



2006 Model/55 Bentley Flying Spur. Finished in Sapphire Blue with 19 inch 8-spoke alloys and Portland interior, with Nautic secondary hide and Walnut veneers. Heated and cooling seats front and rear, also has massage front and rear. Only 67,000 miles, known to ourselves for last 4 years, with FSH. Immaculate throughout £23,950



2005/55 Bentley Continental GT Mulliner. Finished in Black Emerald with 20 inch alloys. Portland main hide with Laurel secondary hide, embossed winged B's and Walnut veneers. Known to us for 3 years and recently underwent an £8,000 overhaul in our workshops. FSH, immaculate condition throughout £21,250



2005/05 Bentley Flying Spur Finished in Silver Tempest with 18 inch alloys, electric sunroof and Soft Black interior, with heated and cooling seats front and rear, also with massage seats front and rear. Only 57,000 miles with Full Service History. Outstanding condition, only £19,999



2004/54 Bentley Continental GT. Finished in Moonbeam Silver with 19 inch split rim alloys. Portland interior with Nautic secondary hide and Walnut veneers. This superb example has only 67,000 miles with full history. Stunning condition throughout £21,750



2003/03 Bentley Arnage R. Finished in Silver Storm with Cotswold interior, French Navy carpets, Walnut veneers and electric rear seats. Outstanding condition with only 50,800 miles and Full Service History. Outstanding value at only



2003 Model/52 Bentley Arnage R. Finished in Meteor Blue with a chrome radiator grille and chrome 18 inch 5 spoke wheels. The interior is finished in Sandstone with French Navy carpets and French Navy fitted over mats, with Walnut veneers. Only 61,000 miles with Full Service History. Unmarked and must be seen. Only £27,999



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior stitched in French Navy with embossed Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 80,000 miles with FSH. Known to us for last 7 years and immaculate £27,999



2001/51 Bentley Continental R Wide Bodied Mulliner Extremely rare, finished in Silver Pearl with Cotswold interior, two tone steering wheel, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment or a beautiful car to enjoy, only 32,000 miles with documented service history at only £88,950



2000 Model V Bentley Arnage Red Label. Finished in Royal Blue with electric sunroof and Magnolia interior, with French Navy piping and French Navy carpets. Electric rear seats. Only 95,000 miles with Full Service History. Known to ourselves for last 13 years. Outstanding condition throughout £19,999



1999/T Rolls Royce Silver Seraph. Finished in Fountain Blue with whitewall tyres and parking sensors, with Magnolia interior piped in French Navy, French Navy earpets and Walnut veneers to include picnic tables. Electric rear seats, vanity mirrors and power mirrors. Only 36,000 miles with FSH. Immaculate throughout



1998 R Rolls Royce Silver Seraph. Finished in Peacock Blue with Cotswold interior piped in French Navy and French Navy carpets piped in Cotswold. Slightly over average mileage with some history, but this car really looks like new inside and out. Only £29,950



998 S Bentley Arnage Red Label Look Alike. Finished in Black Emerald with 18 inch alloy wheels and rear park sensors. Hermes interior with contrasting carpets. Known to ourselves for the last 15 years and maintained regardless of cost. Immaculate throughout



1997 P Bentley Turbo RL Finished in Peacock Blue with 17 inch alloys Cotswold interior piped in French Navy with French Navy carpets. Only 73,000 miles with Full Service History. Immaculate throughout and must be seen. One of the best we have seen £19,750



1997 Model/ P Rolls Royce Silver Dawn. Finished in Royal Blue with Silverstone interior, French Navy carpets and Walnut veneers. Fitted with park sensors. Known to ourselves for last 9 years and maintained regardless of cost, this car is a credit to its previous owner £24,950



1997 P Bentley Brooklands Turbo. Finished in unmarked Racing Green with 16 inch alloys and St James coach lines. The interior is in Spruce leather with St James piping and Laurel carpets piped in St James, with Walnut veneers. One owner with only 44,000 miles and FSH. Totally immaculate throughout and must be seen £18,950



1997 P Bentley Turbo RL MK IV.. Finished in beautiful unmarked Wildberry with twin coach lines in Cream and Sandstone interior piped in Mulberry, with Mulberry carpets piped in Sandstone and Walnut veneers. Fitted with DAB radio. Only 58,000 miles with Full Service History. Immaculate condition throughout £19,750



1994 M Rolls Royce Silver Spirit Series III. Finished in Peacock Blue with whitewall tyres and Magnolia interior piped in Royal Blue, with Royal Blue carpets piped in Royal Blue and Walnut veneers.

Only 81,000 miles with Full Service History. Immaculate throughout, only £19,995



1987 Model RR Silver Spirit EFI ABS, Left Hand Drive. Finished in Royal Blue with Magnolia coach lines and Magnolia interior, with French Navy piping and fitted with picnic tables and a leather trimmed steering wheel. This car is unique in having covered only 7,900 miles. Looks and drives like a new car, only £29,999



1964 Rolls Royce Silver Cloud III.. Finished in Astral Blue over Shell Grey with the most amazing bodywork. Extremely well maintained, always stored and rarely used in inclement weather. The Silverstone interior is in similar condition to a 3 year old car. Fitted with air conditioning. The



in 1980's classic Walnut with Gold fine lines and with London Tan interior, Walnut veneers and Fawn carpets bound in London Tan. Only 29,000 miles from new with lots of history. Really stunning and must be seen to be appreciated. Realistically priced at only £38,950



1979 T Rolls Royce Silver Shadow Series II in beautiful Seychelles Blue with Silver coachlines and whitewall tyres. Slate Grey interior with French Navy carpets. The first owner shipped the car back from Hong Kong to the UK 2 years ago. Very low mileage of 27,000, with history. Beautiful throughout, amazing value £36,950

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Viewing day 2 : Friday 24th January 2020 (10:00 AM - 16:00 PM)
Viewing day 3 : Saturday 25th January 2020 (10:00 AM - 16:00 PM)
Viewing day 4 : Tuesday 28th January 2020 (10:00 AM - 16:00 PM)

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Mercedes 280SL 2.7 Auto Conv. 1980 A lovely SL in Champagne with Brazil cloth interior. 2007 restoration. 85k miles. Drives extremely well. Hardtop. £18,950



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Porsche 911 3.2 Targa 1984 Fantastic condition very straight Guards red. Certificate of authenticity from Porsche UK. 91k miles. Drives superbly. £42,450



Morris Minor Traveller Estate 1000 1971 Charming original Teal blue with Lime flower interior Moggy. Same family ownership from new 48k miles. New clutch, gearbox & tyres. £13,500



Land Rover Series 1 1956 Full and detailed restoration. 200TDi engine fitted with the option of the original engine & gearbox. New canvas plus aluminium cab. £23,500



Land Rover LWB 109 Series 3 1980 Fully rebuilt on galvanised chassis with 200TDi engine with o/drive. 62k miles, full respray, carpets and soundproofing. A day-to-day vehicle. **£20,995**



BMW 8 Series 850i 5.0 V12 1991 Mauritius Blue with grey leather auto 40k miles. Full service with manuals & tools. Outstanding condition. £34,950



1962 Jaguar E-type Series 1 3.8 Coupe



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1973 TR6 £22,995



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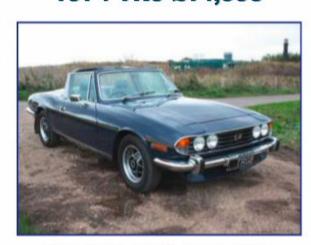
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1967 TR4A £10,995



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2015 BENTLEY CONTINENTAL GT. Only 9,000 miles. Finished in Metallic Onyx Black with Linen main hide and Beluga secondary hide. Fluted seats, Piano black veneer, Sports dual tone, 3-spoke hide trimmed steering wheel, Beluga gloss factory fitted exterior lower body styling specification, Quad exhaust finishers, Bright chrome front wing vents, V8 exterior badges, Power latching to doors, Power boot opening and closing, Front and rear parking sensors, Rear view camera, G.P.S tracking system, Red brake calipers, 20 inch open spoke alloy wheels. Bentley warranty until January 2020. Full Bentley service history. Exceptional condition throughout.



1997 BENTLEY AZURE. Finished in Silver with Royal Blue interior. This limited edition model marked the 70th anniversary of Jack Barclay Limited and only ten were ever built. 51,000 miles. Extra flared wheel arches, Restyled front bumper, Burr walnut front door panels, Sports steering wheel, Turbo boost gauge, Rear parking sensors, Flying B mascot, 18" five spoke alloy wheels, DVD screen fitted into headrests, F.S.H. A unique and rare collector's piece in superb condition. £54,950



over Sage Green with Light Green leather interior piped in Dark Green. Front & rear inertia seat belts, Rear picnic tables, A modern stereo system with Bluetooth and DAB with the original radio face. Just been serviced including new brake drums, Brake shoes, Wheel cylinders, Steering box and all four wheels stripped and powder coated with four new white wall tyres fitted. Vehicle was extensively restored in the 1990's and is in the same exceptional condition now. £64,950



1985 BENTLEY CONTINENTAL
CONVERTIBLE. Finished in Ice green
with Black mohair hood and Magnolia
interior piped in dark green. 81,000
miles. One of very few made and fine
investment £75,000



2004 BENTLEY CONTINENTAL GT
Finished in Diamond Black with Main
Hide In Saffron & Secondary Hide In
Beluga. Only 42,000 miles. Burr Walnut
Veneer with Door & Rear Quarter
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Power windows and seat.

312ci V8 automatic. Iconic American classic.

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LINCOLN CONTINENTAL MK V, 1979

24,000 miles recorded. Orchid metallic with White leather

£10,750





CADILLAC BROUGHAM 5-LITRE, 1988

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1962 JAGUAR TYPE FHC 3.8
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NEEDS RESTORATION
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1966 JAGUAR E TYPE SERIES ONE 2+2
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RIGHT HAND DRIVE, ONLY 53,000 MILES,
ABSOLUTELY STUNNING CAR
£94,995



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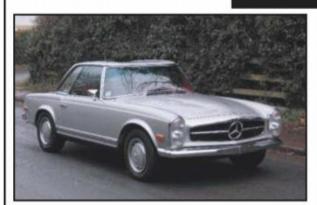


1966 JAGUAR E TYPE S1 ROADSTER CREAM / RED , FULLY RESTORED, READY TO GO £134,995

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1975 BMW 3.0 CSi RHD £39,995



1972 Citroen SM Coupe RHD £39,995



1968 Mercedes-Benz 280S Saloon RHD £11,995



1986 Mercedes-Benz 300SL RHD £11.995



1972 MGB GT PAS RHD. £9.995

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JAGUAR E TYPE 4.2 SERIES 2 ROADSTER 1969 - FULLY DOCUMENTED RESTORATION COMPLETED - 0 MILES SINCE RESTORATION COMPLETED - 0 MILES SINCE RESTORATION COMPLETED - FINISHED IN OLD ENGLISH WHITE WITH BLACK HOOD & CONTRASTING BLACK HIDE INTERIOR COMES COMPLETE WITH BLACK BERWUDA HARD TOP STUNNING £124,950



1991 - COVERED ONLY 38,000 MILES FROM NEW - FINISHED IN METALLIC BLUE WITH FULL MUSHROOM HIDE INTERIOR - STUNNING CAR - £P.O.A



AUSTIN HEALEY 100/6 BM2 2+2 WILLIO WERLINGE 1973 -RESTORED TO THE HIGHEST STANDARDS BY A PREVIOUS OWNER COVERED 895 MILES SINCE - FINISHED IN WORY WHITE WITH BLACK HIGH ENTERIOR PIPED IN WHITE - AN EXCLLENT EXAMPLE OF THIS FAST APPRECIATING BRITISH CLASSIC - £59,995



AVAILABLE SOON - JAGUAR MK V SS - 3.5 CO MANUAL - 8/9/1950 - FINISHED IN RED & BLACK COACHWORK WITH RED HIDE INTERIOR - £P.O.A



MERCEDES CL 500 AUTO 2002 - COVERED 24K MILES FROM NEW WITH 1 OVERSEAS OWNER (JAPAN) FROM NEW - FINISHED IN METALLIC DESERT SILVER WITH CREAM BEIGE HIDE INTERIOR - £9,995





JAGUAR XJS 4.0 AUTO 1992 - COVERED 34K MILES FROM NEW WITH 1 OVERSEAS (JAPAN) OWNER FROM NEW - FINISHED IN REGENCY RED MICA METALLIC WITH COTSWOLD TWEED INTERIOR -£19,995



JAGUAR XJS FHC 4000CC AUTO - APRIL 1993 -COVERED 46K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW - FULL SERVICE CARRIED OUT NOV 2018 FINISHED IN WESTMINSTER BLUE/GREY HIDE INTERIOR £15,995.00



JAGUAR XJS HE AUTO V12 1987 - COVERED 73K MILES FROM NEW - FINISHED IN METALLIC BORDEAUX RED WITH DOESKIN HIDE INTERIOR -STUNNING - £11,995



JAGUAR X.J6 EXECUTIVE 3.0 LTR V6 AUTO
2006 - COVERED 30K MILES FROM NEW WITH 1
OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED
IN METALLIC MIDNIGHT BLACK WITH CHAMPAGNE
LEATHER INTERIOR - £10,995





AVAILABLE SOON - JAGUAR XJ8 3.5 SE AUTO
2004 COVERED 28K MILES FROM NEW WITH 1

OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED
IN METALLIC NAVY BLUE WITH BEIGE HIDE
INTERIOR - £P.O.A



DAIMLER DOUBLE SIX 1992 - COVERED 10K MILES FROM NEW WITH SERVICE HISTORY & 1 PREVIOUS OVERSEAS OWNER - FINISHED IN BRITISH RACING GREEN WITH CREAM HIDE INTERIOR - BEAUTIFUL CAR - £17,995 - CHOICE OF 2



JAGUAR S-TYPE 2005 - 2.5 LTR AUTO - COVERED 21K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED IN PLATINUM METALLIC SILVER WITH BARLEY HIDE INTERIOR - £7,995



JAGUAR S TYPE 4.0 V8 AUTO 2000 - COVERED 14K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED IN METALLIC TOPAZ WITH CASHMER HIDE INTERIOR



AVAILABLE SOON - LEXUS LS 460L - 2006 COVERED ONLY 7K MILES FROM NEW WITH 1 OVERSEAS OWNER (JAPAN) FROM NEW - FINISHED IN PEARL METALLIC WITH BLACK HIDE INTERIOR - £POA



BMW 850 CI V12 AUTO 1993 - RARE CAR - FINISHED IN CALYPSO RED WITH M TECH SPORTS BODY KIT / FACTORY HITTED DARK GREY SCHNITZER INTERIOR COVERED 82K MILES FROM NEW WITH EXTENSIVE HISTORY AWESOME PERFORMANCE - £29,995



CORVETTE STINGRAY 5.7 AUTO C3 1976 - FINISHED IN RED WITH BLACK HIDE INTERIOR STUNNING CAR - £14,995





RANGE ROVER P38 4.6 HSE 1999 - COVERED
41K MILES FROM NEW WITH SERVICE HISTORY - 1
OVERSEAS OWNER - FINISHED IN WHITE GOLD
WITH CARK GRANITE LEATHER INTERIOR - £7,995
- CHOICE OF 2

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1988 PORSCHE 911 930 TURBO CABRIOLET RHD. Grand Prix white with marine Blue leather and blue mohair power hood. Polished Fuchs alloys, tear drop mirrors, sports exhaust, full Bob Watson porsche upgrades. 30,500 miles with superb history. File, a stunning low mileage example from a Top collection!...£84,950



1983 MERCEDES 280SL W107 SPORTS. Milan brown with beige tex trim. Hard and soft tops. Mexican hat Alloys, and 2 owners with 42000 miles only from new. A mint and original, time warp motorcar.

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1971 ASTON MARTIN DBS V8 AUTO Original RHD with matching numbers. Caribbean blue with navy blue leather. Stainless sports exhaust, Air cons, GKN alloys, face off CD. Recent tyres. 61,000 miles only with FSH, and recently serviced by leading specialists. Registration number DBS 1J. Stunning original rust free specimen.





ASTON MARTIN DB7 VANTAGE TIPTRONIC AUTO Mendip Blue with Parchment/ Pacific blue leather. alloys, air conditioning, full electric pack. Face off CD, 53000 miles with full Aston martin dealer and specialist history all Books, Tools and full documentation MOTE are Recent per pages, extensing and original example. 23, 2550



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1970 LOTUS ELAN S4 SE matching numbers RHD. BRG with Black trim. Huge history file, prefect Chassis, Engine, Gearbox, excellent body, interior, sound paintwork.



1995 MERCEDES SL500 SPORTS. Silver with blue full leather trim. Navy blue power hood and silver hardrop. 8 hole alloys, aircond, electric seats, mirrors, windows, Top music etc. ONE previous owner and 15,000 miles only with FMBSH... repeat 15,000 miles only. A totally unmarked mint time warp example, must be the best available......£29,950.





1962 MORRIS MINI COOPER. Serf blue with OEW white roof. RHD matching numbers. Stunning and original. Please see our website.



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Diamond Blue metallic with Royal Blue leather, genuinely impeccable condition, annual service each year at two MB main dealers only, £10k spent to prepare for sale by the SL Shop

2012 MERCEDES E63 AMG SALOON – 42K MILES, PANORAMIC ROOF, £2K RECENT EXPENDITURE



Faultless example. Metallic Iridium Silver, Grey Leather, 4 x new Michelin tyres, fully refurbished alloys, full service including plugs and all fluids, MOT to July 20. AMG number plate included.

2004 MERCEDES SL55 AMG 38,000 MILES, FMBSH, TANZANITE DARK BLUE MET



Unmarked Grey leather interior, 38,000 miles with full MBSH, last major service July 19 and MOT July 20. Enthusiast owned with great history folder, pristine example

2011 MERCEDES C350 COUPE AMG SPORT EDITION 125 AUTO – PAN ROOF, 45K, FMBSH



Rare 3.5 V6 petrol engine, 300bhp but £200 road tax and ULEZ compliant.
Obsidian Black with black leather, fabulous condition throughout

2002 BMW ALPINA B3 3.3 AUTO CONVERTIBLE 'INDIVIDUAL'



Pristine Alpina Blue metallic, immaculate black leather, 75,000 miles with huge history folder through Sytner and Specialists only, B3 BMU number pate included in sale, new MOT to Sept 2020. Wonderful condition and provenance

1998 LOTUS ELISE S1 17,000 MILES WITH TWO OWNERS



Azure blue with blue leather, two neighbour owners only, immaculate example with huge history folder

2000 BMW Z3M – ONLY 1 PRIVATE OWNER, FLAWLESS THROUGHOUT



Estoril Blue with Blue/Black leather, 64k with 1 private enthusiast owner, full BMWSH including major service and new MOT October 19.

2010 MERCEDES CL500 5.5 V8 -FMBSH, JUST SERVICED AND 4 X NEW CONTI TYRES



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Ferrari 512 BB 1978, 41,400 miles, 1 of 101 RHD carburettor models.

EPOA CDF 33)T

Ferrari 308 GTB 1979, 48,400 miles, 1 of only 211 RHD carburettor models.



Mercedes SL500 Millie Miglia 1995, 29,100 miles, brilliant silver, rare limited edition.



Mercedes 420SL 1988, 66,500 miles, impala metallic, cream leather.



BMW M5 1987, 97,600 miles, diamond black, pearl beige leather, 1 of 187 RHD models.



BMW M3 1990, 79,200 miles, brilliant red, anthracite check cloth.

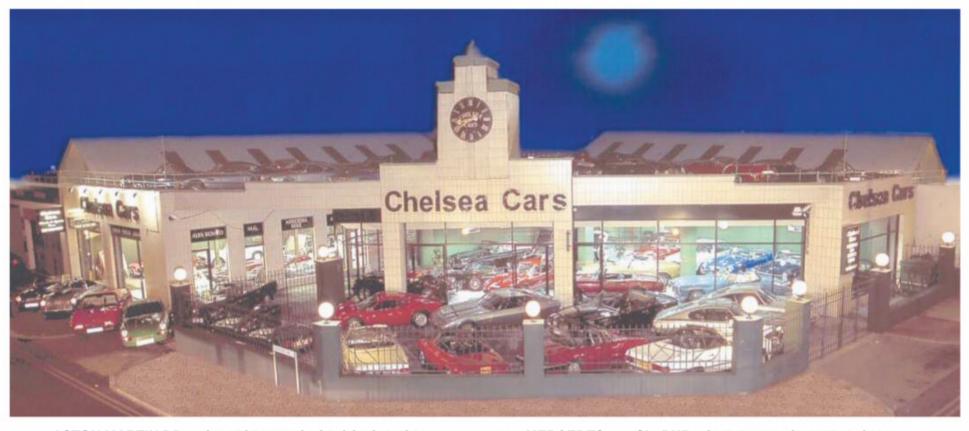


Bentley Continental R 1996, 46,100 miles, silica metallic, grey leather.



Bentley Brooklands R Mulliner 1998, 31,900 miles, number 91 of only 100 produced.

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1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR£675,000	1966 MERCEDES 230 SL. RHD - ONE FAMILY OWNER. IVORY COACHWORK. P/S, AUTOMATIC. JUST RESTORED
1966 ASTON MARTIN DB6 VANTAGE - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR	1966 MERCEDES 230 SL - SILVER COACHWORK, RED LEATHER INTERIOR, AUTO, P/S. RECENT £35K SPENT
GEARBOX WITH OVERDRIVE PLUS MANY MORE EXTRAS. FULLY RESTORED	LEATHER INTERIOR
1968 JAGUAR E TYPE SERIES 1 ROADSTER, RHD - SILVER SAND COACHWORK, TAN LEATHER INTERIOR.JUST SUBJECTED TO CIRCA £60K RESTORATION	1987 MERCEDES 300 SL - LIGHT METALLIC BLUE COACHWORK, DARK BLUE INTERIOR, 82K MILES
RESTORED	LOW MILEAGE
GEARBOX, 500 MILES SINCE BUILD	2005 MERCEDES SLK 55, SILVER COACHWORK ,BLACK LEATHER £13,995 2012 MERCEDES SL 63 - GREY METALLIC COACHWORK, RED LEATHER. £25K WORTH OF EXTRAS£41,995
,MAGNOLIA LEATHER INTERIOR.FULLY RESTORED WITH NEW PANELS, GREAT VALUE	1973 PORSCHE 911 2.4 TE - GOLD METALLIC COACHWORK, MATCHING NUMBERS RHD, RESTORED
1964 MERCEDES 230 SL RHD - WHITE COACHWORK, RED LEATHER, AUTO, P/S. JUST FULLY RESTORED TO THE HIGHEST LEVEL	1995 PORSCHE 968 CLUB SPORT - EX PORSCHE SHOW CAR, LIGHT BLUE COACHWORK, 80K MILES FROM NEW, RECENT REPAINT £36,995

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1961 ASTON MARTIN DB4GT









Chassis 0157/R was built and delivered to its first owner in 1961, unusually fitted with occasional rear seats and finished in Dubonnet Rosso. Reportedly owned for a short period in 1962 by legendary comedy actor Peter Sellers, 0157/R subsequently became the 'star car' featuring in the 1963 British film 'The Wrong Arm of the Law'. Whilst filming, the car was returned to Aston Martin with a damaged engine and rebuilt with a new block to 4.0 litre capacity, which remains installed. 0157/R was driven in a limited number of UK club events in the hands of its next owner, before relocating with the next owner to New Zealand in 1985.

Returning to the UK in the late 1990's, 0157/R was entrusted to marque specialists for a complete 'body off' restoration by its new owner, completed in 2003. Featured in Octane magazine, November 2003, pitched against a Ferrari 250 SWB, this superb car has since

been part of an extensive UK based Aston Martin collection. Professionally housed and occasionally driven on weekends, whilst being regularly attended and serviced.

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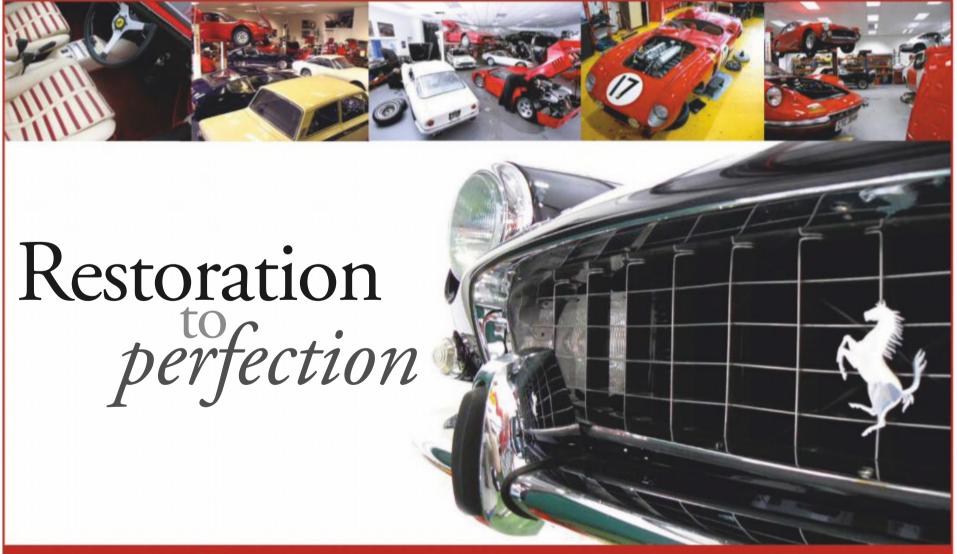


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ASTON MARTIN VANTAGE V8 4.3 SPORTSHIFT COUPE 2009, 27,000 miles, stunning, in Meteorite Grey with Black leather, registration number not included. £36,995 ONO TEL: 07836 770073 LANCS



AUSTIN MINI MK1 SUPER DELUXE SPEEDWELL 1963, 50 miles, 36 months of painstaking back-to-bare metal recommissioning, matching numbers, both sets of keys, MoT test was carried out with no advisories. £47,995 TEL: 07801 629270 GREATER LONDON





ASTON MARTIN DB6 1967, 30,000 miles, restored, excellent condition, numerous upgrades, current owner since 2005, expenditure & receipts for over £100,000 +. £400,000 TEL: 07802 177750 LONDON



AUSTIN 7 CHUMMY 1924, in outstanding condition, fully restored to very high standard back in the early 1980's, starts very easily, great fun to drive, clean underneath. £18,500 TEL: 07772 777026 WINDSOR AND MAIDENHEAD



AUSTIN MINI PANEL VAN 1965, 26,000 miles, rare, 2 previous owners, been in my ownership since 2007, full restoration over a 7 year period, fully documented restoration process, garage stored. £15,500 ONO TEL: 07580 574359 EAST SUSSEX





ASTON MARTIN DB7 I6 1995, 25,300 miles, immaculate, UK supplied, sportline alloys, full Aston Martin service history, last service at 24,780 miles, MoT Feb 2020, future classic investment. £27,000 OVNO TEL: 07949 253038 WEST SUSSEX



AUSTIN HEALEY 100/6 1958, high spec from new, maintained to an excellent standard by long term owners, nice patinated interior, full history file, www.runnymedemotorcompany.com £49,950 TEL: 01753 644599 OR 07836 222111 THAMES VALLEY (T



AUSTIN-HEALEY 3000 BJ7 1963, 10,425 miles, exported new to USA in May 1963, returned to UK in 1998, current owner bought it in April 2001, heritage cert, overdrive, contactless ignition. £39,500 ONO TEL: 01908 563798 NORTHAMPTONSHIRE





ASTON MARTIN DB7 VANTAGE 2001, 80,000 miles, 1 years MoT, excellent all round condition, much money spent, new brakes, tyres, battery, brake lines, fuel lines, body work in good condition. £23,500 OVNO TEL: 01621 772401 ESSEX



AUSTIN HEALEY 3000 MK2 1963, 90,000 miles, 4 seater model, signal red with full cream leather trim piped in red, excellent restored condition, cherished car, www.panoramabay.co.uk £59,995 TEL: 01202 709407 OR 07785 500990 DORSET (T)



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AUSTIN-HEALEY SPRITE MK3 1964, 7,380 miles, fully restored, beautiful, new tyres and fuel converter, keeping off the road, MoT 22/07/19 and original keys (with a second copy), must see it. £13,000 TEL: 07913 460362 GREATER LONDON



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abundance of paperwork, history on all owners, all original interior Blue/Grey, overdrive fitted by last owner, original tools/ number plate, lovely car to drive. £49,995 ONO TEL: 02380 736043 HAMPSHIRE



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BENTLEY ARNAGE T MULLINER LEVEL II 2009, 40,000 miles, in Beluga, e/sunroof, retractable Flying B mascot, rear parking cameras, FSH, maintained regardless of cost, immaculate throughout, www.hanwells.net £49,999 TEL: 02085 679729 LONDON (T)



BENTLEY MULSANNE TURBO 1985, 50,390 miles, reg B2 WHB, distinctive 100th Anniversary number signifying the two founders Walter and Horace Bentley. £13,950 TEL: 07831 495406 SOUTH AYRSHIRE



BENTLEY BROOKLANDS 1996, 49,200 miles, simply stunning, virtually unmarked both inside/out, paintwork truly superb & bright lustre all round, MoT to 22nd October 2019, 2 keys. £17,500 TEL: 07747 771551 SURREY



restored bodily and mechanically, all new tyres, body has had bare metal respray, drives beautifully, www.ivorbleaneyclassiccars.co.uk £34,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)





1997 BENTLEY TURBO RL

This Turbo LWB is in excellent condition both Cosmetically and mechanically. Diamond Blue Silver with Contrasting Cotswold hide piped Magnolia. Full service history. 47,000 miles.

£21,500



1954 BENTLEY R TYPE **SALOON AUTO**

Finished in Mason Black Maroon side panels with a Red Hide interior. This is a good solid car that has been well looked after. A good usable classic with investment potential.

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1995 BENTLEY TURBO S

This Bentley Turbo $\,S\,$ is number 42 of just 60 4 door saloons built using the high output engine. Wildberry Mica, Magnolia hide piped Wildberry. Full service history. 63,000 miles.

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100			
			RILEY 9 Holbrook tourer, twin carb., newly rebuilt engine
	BUICK Model E-6-45 4/5 seat tourer, 4 ltr., 2 families owned		AUSTIN 18/6 Carlton saloon
	VAUXHALL D-type tourer, super car with good history, 4 litres		
	SUNBEAM 24 hp Limousine with occasional seats by Cunard£57,500	1004	MG PA Midget 2-seat sports, super history and correct RILEY 9 Monaco saloon
	STANDARD SLO 2-seat tourer with dickey seat		FORD V8 HF Single Seater Sprint car
	CADILLAC V8 Town Sedan		ROLLS ROYCE 20/25 Limousine by Park Ward
	SUNBEAM 14 hp 4-seat tourer		
1924	ALVIS 12/50 SB open 2-seat ducks back replica£25,000	1000	AUSTIN 16 York six-light saloon
	RENAULT NN Berline, Light car eligible		
	MORRIS Oxford "Bullnose" 2-seat tourer & dickey		AUSTIN 7 Ulster Special, road or race, quick car
1925	SUNBEAM 14/40 2-seat & dickey		AUSTIN 7 Hamblin Special, superb, frustratingly to small fo
	STAR 12/40 Pegasus narrow body sports 2-seat & dickey£34,000		HUMBER 12 six-light saloon
	ALVIS 12/50 TG Sports Saloon		WILLYS Jeep
	AUSTIN 7 saloon "Top Hat"£16,750		
	CROSSLEY 20.9 tourer		BENTLEY Mk VI "Big Bore" Standard Steel Saloon, super co
	VAUXHALL R-type 20/60 tourer£34,500		MG TD Mk II 2-seat sports
1928	ALVIS 14.75 Beetleback £46,000	1000	ALVIS TC21/100 "Grey Lady" saloon
	$\textbf{FORD} \ \text{Model A tourer}, 24 \ \text{hp, ritgh-hand drive} \pounds 16,500$	1004	MG A 1600 Coupe
	RUGBY Utility, built for export by Durant, bodied on inport in S.A£12,500		LOTUS CORTINA Mkl 2-door saloon race prepared
	STAR Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising£45,000		MORRIS Mini Copper race prepared
	ALVIS 12/50 TG Alvista Mk2 fabric bodied 4-door saloon£27,500		JAGUAR Mk II 2.4 saloon, manual, o/drive, new interior
	AUSTIN 7 RF fabric saloon, very nicely restored£13,750		JAGUAR E-type series 1.5, 4.2 fixed head coupe
	HUMBER 9/28 saloon		MG C roadster, restored, rebuilt engine (500 mile) lightened
	MG 18/80 Mk I 2-seat tourer & dickey seat£86,000		LAND ROVER series III, fitted with 90/110 military 2.5 diesi
	MORRIS Cowley 2-seat special£15,250		PANTHER Lima II 2-seat open sports
	SUNBEAM 16.9 Drophead Coupé by James Young£34,500		CITROEN CX series I 4-door saloon 2400 injection
	CROSSLEY 15.7 hp "deluxe" six-light saloon£20,000	2001	MG F 160 Trophy, 43,000 miles, hardtop, trophy yellow
	HUMBER 16/50 Imperial 6-light saloon£14,995		COMMERCIAL
	ROLLS ROYCE 20/25 Sportsman's saloon by Southern Coach Work £48,000		MORRIS Commercial Z-type 1 tonne flat bad
1932	ALVIS 12/60 TL Beetleback, restored and re-bodied 20 years ago £48,000	1930	LEYLAND Lioness Fire Engine, ex Bristol station, superb

		3636
132	RILEY 9 Holbrook tourer, twin carb., newly rebuilt engine£	28,000
133	AUSTIN 18/6 Carlton saloon£	17,250
133	MORRIS 10 4-door saloon	£7,800
134	MG PA Midget 2-seat sports, super history and correct£	37,500
134		
135	FORD V8 HF Single Seater Sprint car£	32,500
135	ROLLS ROYCE 20/25 Limousine by Park Ward£	35,000
136		
136		26,500
137	AUSTIN 7 Ulster Special, road or race, quick car£	25,000
137	AUSTIN 7 Hamblin Special, superb, frustratingly to small for me!£	25,000
137	HUMBER 12 six-light saloon£	12,750
142	WILLYS Jeep£	17,500
146	AUSTIN 8 saloon	£6,500
152	BENTLEY Mk VI "Big Bore" Standard Steel Saloon, super condition £	36,500
153		
155	ALVIS TC21/100 "Grey Lady" saloon£	27,000
160		
164	LOTUS CORTINA Mkl 2-door saloon race prepared£	40,000
164		
166		
167	JAGUAR E-type series 1.5, 4.2 fixed head coupe£	80,000
169	MG C roadster, restored, rebuilt engine (500 mile) lightened balanced £	28,500
174		
179		
182		
101	MG F 160 Trophy, 43,000 miles, hardtop, trophy yellow	£5,500
	COMMERCIAL	
26	MORRIS Commercial 7-type 1 tonne flat bad.	19 250

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1932 ALVIS 12/60 project, parts to make up running chassis with V5C......£10,000 1930 STAR Flyer VB4 flat-bed lorry, 4 liter, 35 hp, 6 cylinder, restored....

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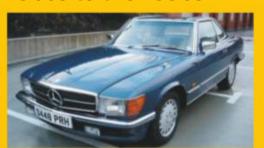
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300SL Roadster 1988E

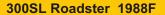
Nautic Blue met, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, air conditioning, cruise control, electric windows, rear seats, original alloy wheels, FSH, 78,000m £32,950





300SL Roadster 1986C

Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, 4 speed auto, electric windows, rear seats, original alloy wheels, FSH, 51,000m £35,950



Astral Silver metallic, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, ABS, electric windows, rear seats, original alloy wheels, FSH, 103,000m £28,950





320CE Cabriolet 1993L

Pearl Blue metallic with dark blue lower panels, blue soft top, grey leather, walnut wood, leather steering wheel and gearknob, 4 speed auto, airbags, original alloy wheels, FSH, 51,000m £19,450



SL60 AMG Roadster 1995N





E320 Sportline Cabrio 1994L

Blue/Black metallic, grey leather, black soft top, 4 speed auto, cruise, airbag, electric seats, electrically adjustable steering column, leather steering wheel, original Sportline 15" alloys, FSH, 96,000m £15,950



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BMW 635 M CSI 1987, 106,000 miles, Shadowline Edition, 8 previous owners over the last 32 years, currently being kept in storage, Some service history/paperwork. £20,995 TEL: 07803 712268 ESSEX



CITROEN ID 19B 1968, 97,000 klm, excellent French-origin car, registered in UK in August 2011, long lay-up and comprehensive body rebuild, unusual model, tax and MoT exempt. £22,000 OVNO TEL: 01422 881436 WEST YORKSHIRE



BMW ISETTA 300 BUBBLE CAR 1961, 46,700 miles, rare, Brighton built, fully restored chassis, body, interior, engine, very good condition throughout, 12 months MoT, includes tailor made Stormface cover. £15,950 ONO TEL: 01785 714683 STAFFS



DAIMLER DART 1962, 21,533 miles, professional full body off restoration, rack & pinion steering upgrade, complete reupholstery, full re-chrome, stunning example, full photographic record. £59,999 ONO TEL: 07905 054109 NORTHAMPTONSHIRE



BRISTOL 405 1957, 80,000 miles, good condition, paint/chrome and interior good, drives well without any of the dramas of the Bristol engine, Opel Manta engine, Getrag 5 speed gearbox. £25,000 ONO TEL: 07989 187943 GREATER MANCHESTER



DATSUN 240Z 1972, 90,000 miles, excellent condition, spent most of it's life in Arizona so very solid, very original, few owners, original drivers manual, tool kit, condition up to MoT standard. £16,750 ONO TEL: 07792 072444 DEVON



CHEVROLET BELAIR 1955, 88,500 miles, multiple trophy winner, featured in Custom Car mag April 2018, subject to full chassis up build over 2.5 years, MoT exempt, full MoT in May 2019. £47,950 TEL: 07901 595550 NORFOLK





CHEVROLET CORVETTE 1961, 63,044 miles, matching numbers, excellent all round condition, recent cosmetic only renovation, engine runs very smoothly, comes complete with hard top. £79,950 TEL: 01732 852706 KENT



FERRARI MONDIAL 1990, 60,000 miles, lovely, service book fully stamped, comprehensive history from new, in excellent condition throughout, no rust, mechanics great, ready to go. £38,500 ONO TEL: 07973 919129 HERTS



CITROEN HY 1956, 68,649 miles, classic, converted premium mobile bar, been designed to cater for all occasions, everything truly is in perfect working order, still brand new. £35,000 ONO TEL: 07904 208839 CHESHIRE



FORD ESCORT TWIN CAM 1974, race prepared, road legal, immaculate, disc brakes all round, race battery, foam filled tank, excellent basis to build a Group 5 touring car. £47,500 ONO TEL: 07982 672113 HERTS





FORD MODEL A 2 DOOR TUDOR 1929, 92,600 klm, superb example, very good condition inside/out, fabric interior, new floor, undersealed, full body off restoration, some manuals included. £14,000 TEL: 07554 004303 MERSEYSIDE



FORD ZODIAC 56 MK1 1956, manual with overdrive, been correctly stored for over 50 years, not a restored car, excellent original example, only 3 owners, drives good, www.peterjarvis.net £28,750 TEL: 01322 669081 KENT (T)



FORD MUSTANG 1967, 100,000 miles, first reg 1968, power steering, e/roof, disc brakes, restored 2005, present owner 2006, Wimbledon White, Black interior, engine, 302cu in, J code. £24,000 TEL: 07711 133412 SUFFOLK



HILLMAN MINX MK5 1725CC 1966, 64,000 miles, no welding, no rust, all original panels, body shell like new, all chroming just been done. £8500 TEL: 01915 194241 OR 07852 916290 TYNE AND WEAR



FORD MUSTANG 1973, 2,500 miles, stainless exhaust, PAS, one of only 8,000 made, rescued this from a barn over 30 years ago, recently serviced, really good runner, real head turner. £20,000 TEL: 07973 430773 BRACKNELL FOREST



HONDA S800 MK2 1968, 52,800 miles, genuine, in good mechanical/structural condition for year, solid underneath, rust free elsewhere, garaged for many years but does run. £15,000 OVNO TEL: 07774 126826 SURREY



FORD MUSTANG 289 V8 C-CODE 1965, 87,000 miles, imported over a year ago, great driver, quality car, paint is not perfect, looks fantastic in the sun, grips the road in all conditions. £18,750 TEL: 07870 809164



JAGUAR E-TYPE 1969, 1600 miles, restored in USA 2003, fitted with V8 engine, can be sold as is or without engine/gearbox at reduced price to be agreed, new brakes, suspension, trim. £27,500 TEL: 07840 366386 HAMPSHIRE



FORD MUSTANG SHELBY 1966, 1,350 miles, genuinely superb, bought myself from America and imported it, superb quality build/restoration, three sets of keys, pristine black interior. £59,750 TEL: 07970 384153 EAST SUSSEX



JAGUAR E-TYPE S2 ROADSTER 1969, 82,000 miles, 4.2, with history, Signal Red with Cream trim, chrome wires, sun dym glass, matching numbers, superb condition. £89,950 TEL: 07799 113557 GREATER LONDON



FORD V8 CONVERTIBLE COUPE FLATHEAD 1939, head turner, rumble seat just like brand new, total nut and bolt rebuild, many upgrades, UK registered and ready to go now, www.realcar.co.uk £69,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



JAGUAR E-TYPE S3 ROADSTER 1972, 58,000 miles, matching numbers, UK, great condition, totally unmolested, please call for more information. £79,995 OVNO TEL: 07855 802426 KENT

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JAGUAR E-TYPE SERIES 2 1969, 62,394 miles, excellent condition, owned for just over 2 years, loads of work done, new MoT 25/06/2019 although MoT exempt, resprayed, undersealed. £42,000 TEL: 01202 827316 DORSET



JAGUAR XJ SERIES 1 1972, 48,000 miles, in excellent condition inside/out, no rust, full MoT no advisories, lovely car, first to see will buy, any inspection welcome. £15,000 ONO TEL: 01706 640201 GREATER MANCHESTER



JAGUAR E-TYPE V-12 1972, 42,000 miles, full service history, hard top included, only 2 non smoking owners from new, after 44 years of ownership, good condition and reliable. £80,000 ONO TEL: 07860 562512 ESSEX



JAGUAR XJS 1984, 65,000 miles, rare, excellent condition, had extensive restoration, will only go up in value, kept in garage, owned since 2016, lovely, drives really well. £19,000 TEL: 07900 806116 SUFFOLK



JAGUAR MARK 2 1965, 12,000 miles, running restoration project, built in 1964 as a 2.4, resprayed, brought up to MoT standards, serviced/MoT'd each year, road tax exempt, MoT exempt this year. £15,000 TEL: 01324 630287 FALKIRK



JAGUAR XJS V12 1989, 45,129 miles, one owner, purchased 01/08/1998 so 30th Birthday is due soon, always garaged, well maintained, ideal for a collector who wants an original classic. £25,000 TEL: 07710 011346 ESSEX



JAGUAR MARK 2 3.4 1964, 67,000 miles, completely re-built, every nut and bolt as new if not better, can be daily drive, wire wheels, new power steering, as new seating, overdrive, suspension. £42,000 TEL: 01634 272881 MEDWAY



JAGUAR XK 140SE FIXED HEAD COUPE 1956, 84,000 miles, 6 keepers over 61 years, manual with overdrive, matching numbers, 2 large history folders, www.panoramabay.co.uk £79,995 TEL: 01202 709407 DORSET (T)



JAGUAR MARK IV 1 1/2 LITRE 1948, 17,000 miles, 1 previous owner, stored for most of it's life, restored 2004, fully roadworthy and legal, great condition for its age, not concours. £24,000 TEL: 07838 243274 WORCS



JAGUAR XK120 FHC 1954, body shell now fully repainted, engine completely rebuilt, louvered bonnet, rare, www.runnymedemotorcompany.com £60,000 TEL: 01753 644599 OR 07836 222111 BUCKS (T)



JAGUAR S-TYPE Lovely example, very original, folder of history showing many MoT's and records of mileage, thorough restoration carried out about 25 years ago, drives well. £17,000 TEL: 07963 020539 KENT



JAGUAR XK120 REPLICA 2014, 3,200 miles, excellent re-creation by Nostalgia Cars Ltd, built by present owner, car completed in 2014, does not qualify for historic vehicle tax scheme, full history. £17,850 ONO TEL: 01697 320484 CUMBRIA





LANCHESTER 30HP 1930, 55,000 miles, used for holidays/shows, admired everywhere, sports-tourer design regarded as one of the most eye-catching cars made, unique, special car. £14,000 TEL: 01234 781300 BEDFORD



MASERATI BITURBO 1989, 25,305 miles, likely the best in existence, one of 3 430 on the road, new water pump and cam belt just fitted, just been serviced, MoT'd with history. £13,495 OVNO TEL: 07547 406464 SOUTHAMPTON





LANCIA AURELIA 1951, 28,000 miles, lin period mods by Carosserie Saoutchik of Paris, concours standard restoration, Pebble Beach prize winner, known history from new. £175,000 TEL: 01432 371775 HEREFORDSHIRE



MERCEDES-BENZ 230 1966, 17,000 miles, lovely, old, beautiful, much admired car, sides and bonnet professionally bare metaled and resprayed, professionally waxoyled, very solid. £14,950 TEL: 07850 993315 HERTS



Main photo © The Jensen FF Museum



LANCIA MONTE CARLO SPYDER 1978, 85,000 miles, Guy Croft engine, group 4 body kit, rare, stunning, presents very well, bodywork in very good condition, dry stored as far as i know, MoT'd. £15,500 TEL: 07565 929359 ESSEX



MERCEDES-BENZ 280 1970, 89,500 miles, beautiful, rare, only one on the market with a bench seat, owned over 3 years, spent thousands restoring it, had full body respray in May. £24,000 TEL: 07849 972738 WEST MIDLANDS

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LAND ROVER RANGE ROVER 2 DOOR 1990, 120,000 miles, extremely rare, 1991 model year, 3rd registered keeper, full documentation with vehicle, only appreciating in value, very good condition. £26,500 OVNO TEL: 01324 814082 FALKIRK

LANCASTER

01480 484 837

MERCEDES-BENZ 500SL 1987, 60,000 miles, Ivory (cream), beautiful condition, always serviced at Mercedes garage, original radio, cruise control, e/windows, tinted glass, 5ltr V8 engine, new MoT. £35,000 ONO TEL: 01242 260291 OR 07919 120589 GLOS





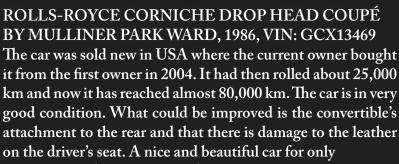
MERCEDES-BENZ SL-CLASS 280 1985, 58,000 miles, beautiful, stamped history, full leather interior, I fully serviced it, pleasure to drive, will only rise in value, all issues fully sorted. £25,995 OVNO TEL: 07973 606000 LEICESTER





it from the first owner in 2004. It had then rolled about 25,000 km and now it has reached almost 80,000 km. The car is in very good condition. What could be improved is the convertible's attachment to the rear and that there is damage to the leather on the driver's seat. A nice and beautiful car for only SEK 485,000 (About £ 39,500)

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MERCEDES-BENZ SL-CLASS 500 1985. 147,973 miles, sood condition, FSH, elegant, lots of love and attention spent on it, recently resprayed, six years of our ownership, MoT 2020, taxed til 2020. £19,995 ONO TEL: 07968 343046 GREATER LONDON



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MG TD 1953, 41,000 miles, super condition, new engine, new 5 speed gearbox, new brakes, original seats, new chrome, good tyres, excellent runner, call for more details. £26,500 TEL: 07984 814592 EAST SUSSEX



MG BGT SERIES 3 1973, 46,000 miles, stunning British Racing Green with overdrive, restored 2002 £14k plus spent, unleaded, chrome wire wheels, consider p/ex. £14,500 TEL: 07761 389742 HAMPSHIRE



MINI 40TH ANNIVERSARY LE 1999, 23,000 miles, still in showroom condition, comes with full service history from new, unmarked coachwork, interior is superb, not been modified, great fun to drive. £14,950 TEL: 07472 865776 KENT



MG MGC GT 1969, 141,000 miles, good condition, rare, wire wheels, very good order, all to original specifications, MoT July 2019, 2 previous owners, service record from new, great drive. £17,750 OVNO TEL: 07853 722028 MILTON KEYNES



MORGAN 4/4 4 SEATER 1980, 50,000 miles, wire wheels, MoT until June 2020 with no advisories by which time it will be MoT/tax exempt, refurbished with bare metal respray. £19,500 TEL: 07512 014212 SOUTH GLOS



1963 ALFA ROMEO GIULIA (101) 1600 SPIDER RHD

The 101 Series Alfa Romeo Giulia Spider evolved from the earlier Pininfarina designed Giulietta; the main change was the introduction of the larger 1570 cc twin cam power plant which required the bonnet to be changed to accommodate the slightly higher engine. Hens the air intake on the bonnet on the 101 model.

The car on offer is a very rare original factory produced right-hand drive version (Giulia 1600 Spider), of which only 404 were made and this car was first registration on the 1st of June 1965 in London.

All Alfa Romeo Giulia 1600 spider RHD where produced in 1963 and 1964 and due to the import duty into the UK these cars where more expensive then the Jaguar E Type at that time.

At some stage the car was converted to the Veloce specifications which entailed the fitting of different engine mountings, to increase the angle of the engine to allow the steering column to fit under the now fitted twin Weber carburettors. In order to compensate for the now steeper slant of the engine a new sump and oil pick up had to be fitted as well. Alfa Romeo never produced the RHD version in the Veloce specifications which makes this car even more desirable. The car is a joy to drive and turns heads wherever you go with it.

If you like more information about the car or like to book a viewing please contact us here at Pristine Classics at any time.

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MG MGTD SPORTS 1952, 24,000 miles, matching numbers, total ground up restoration between 1996-2000, previous MoT's 1991-2017, well maintained, wwww.panoramabay.co.uk £27,995 TEL: 01202 709407 DORSET (T)



MORRIS MINOR 1962, 28,272 miles, red roof and interior, excellent condition, runs well, recently refurbished, 1098cc engine fitted in Feb 2019, please call for more information. £15,500 TEL: 07718 945143 WEST YORKSHIRE



MG MIDGET 1973, 99,000 miles, fully restored, built to highest specification, over 2000 dedicated hours have gone in to restoring this classic car, 1 years MoT, brand new parts. £13,000 TEL: 07930 053084 GREATER LONDON



MOTO GUZZI TRIKING 1994, 9,000 miles, 5 speed reverse, gear shaft drive, 2 Moto Guzzi rear wheel, wood dash, tonneau cover, alloy rims, stainless spokes, reliable starter. £13,500 ONO TEL: 01904 778374 YORK



MG TD 1953, 800 miles, Rrecently imported from US, in really good condition, fully serviced in March 2019, matching numbers, new V5 very shortly, no corrosion, super condition. £15,499 TEL: 07493 772766 WARWICKSHIRE



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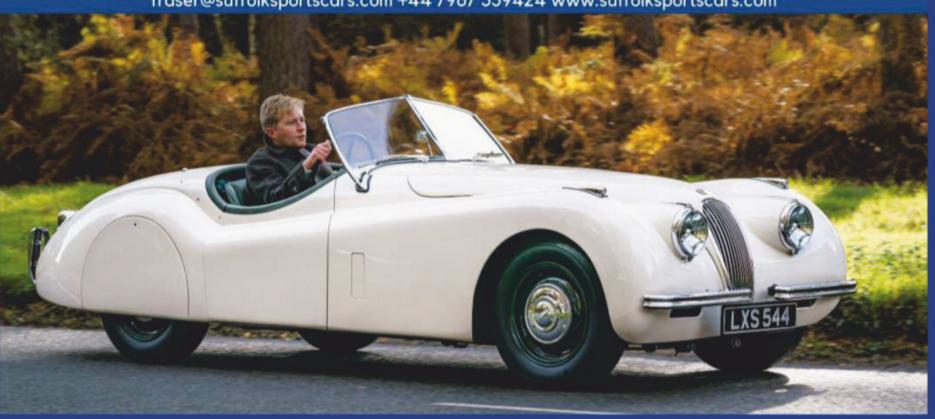
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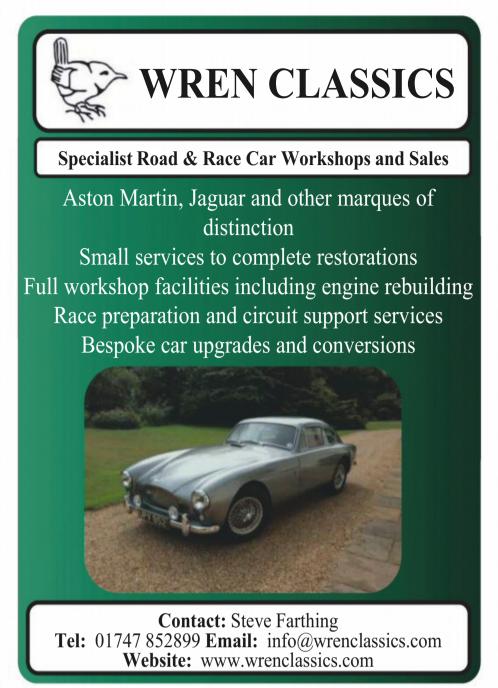
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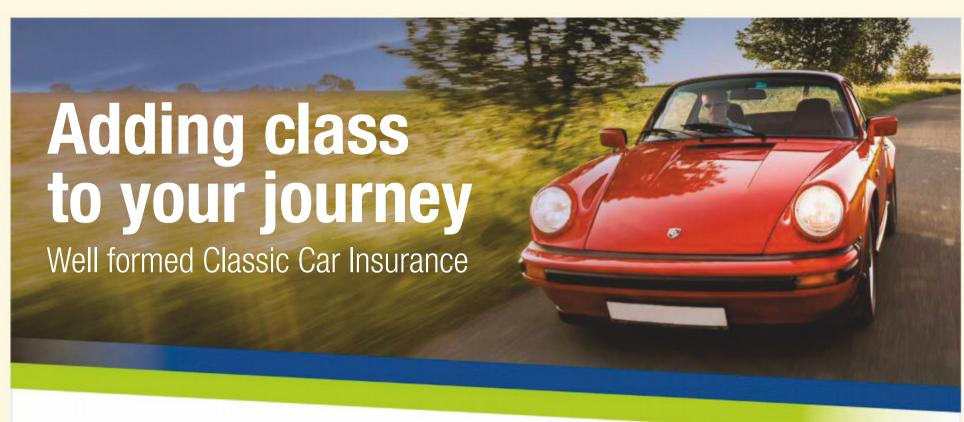


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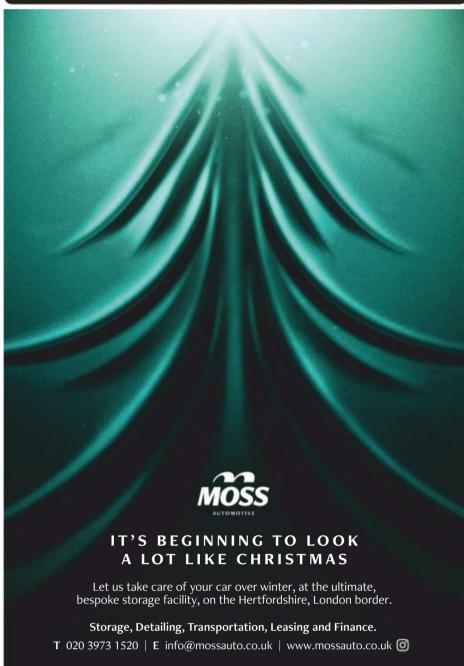
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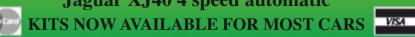
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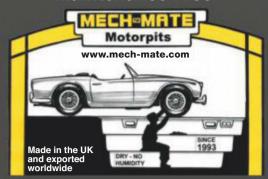
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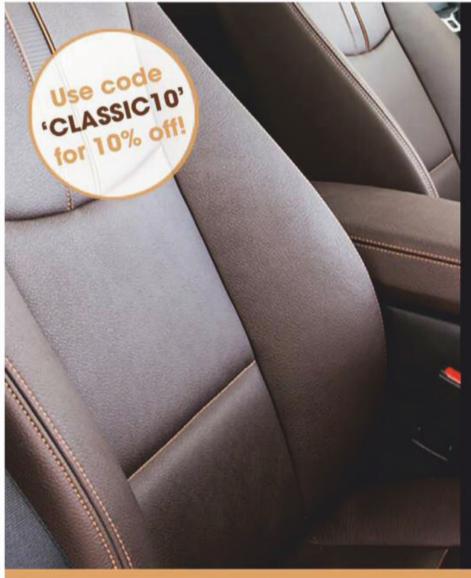


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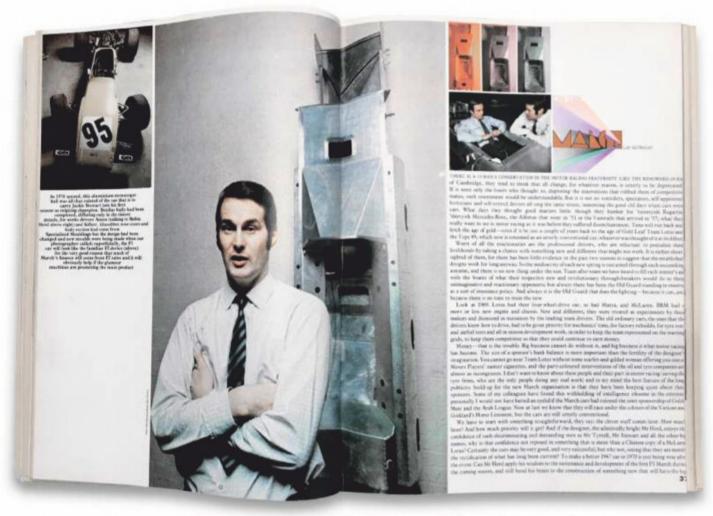
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[50 years ago today]

Looking back without hindsight



'A sponsor's bank balance is more important than the designer's imagination'

How F1's costs could be reduced while keeping it competitive troubled *CAR* in 1970, but a new outfit had a bold solution...

ebruary 1970's issue of CAR saw LJK Setright take issue with the effects sponsorship was exerting on Formula One budgets. 'Money - that is the trouble. Big business cannot do without it, and big business is what motor racing has become,' he fumed. 'You cannot go near Team Lotus without some scarlet-and-gilded woman offering you one of Messrs Players' nastier cigarettes, and the parti-coloured interventions of the oil and tyre companies are almost as incongruous.' And yet,

there was hope on the horizon. Setright paid a visit

to an all-new organisation determined to do F1 differently - March.

The brainchild of Max Mosley, Chris Amon, Alan Rees, Graham Coaker and Robin Herd, March launched unexpectedly into F1 after less than a year supplying F2 chassis. Backed by Herd's combination of scientific precision and a demystified, no-nonsense approach, March promised competitive cars for customers to buy at a sensible price. Utterly conventional by design, they would leave the likes of Lotus to their hit-and-miss experimentation. And March had just landed an extremely demanding customer for its first commercially-available monocoque - the reigning 1969



F1 champion constructor Ken Tyrrell, whose arrangement with Matra had just fallen through.

Setright spotted March's advantage, but predicted problems, 'A vital part of their selling proposition is that they will have nice Cosworth-Ford V8 engines of the sort that everybody knows and trusts... Young Mr Stewart, for instance... But the engine is getting long in the tooth. In another year it could possibly be a back number, and then it would be too late for March to enter the lists.'

Jackie Stewart never liked the March 701, but it made an impressive showing for an untried car in a debut season, with ten podium finishes. Six teams ran them, and the first customer on March's doorstep for 1971 was Frank Williams.

Although March's star quickly faded in F1's shop window, success in other formulae was staggering, including five Indianapolis 500 wins in a row. What's more ironic about Setright's comments is how wrong he was about the Cosworth DFV. Its availability as a customer powerplant made F1 as affordable for privateers as March's chassis, prompting a golden age of experimentation, prolonged by the adoption of ground-effect tunnels which rendered more advanced flat-12s ineffective. In 1975 and 1980 DFV-powered cars won the Le Mans 24 Hours, and Keke Rosberg's 1982 F1 World Championship - the DFV's 12th - was seized for early March customer Williams.



A SELECTION OF OUR CURRENT STOCK:



2003 ASTON MARTIN DB7 GT £54,950

Launched by Aston Martin in 2002 and marketed as the ultimate DB7, the DB7 GT featured improvements to the standard Vantage powertrain, chassis, brakes, aerodynamics and of course, cosmetics. Just 191 DB7 GTs were produced of which 85 were specified in RHD. The model has become established as an enthusiasts and collectors favourite.

This fantastic example is finished in the launch colour of Vertigo Blue with Pacific blue and Parchment interior and Black Oak veneers.

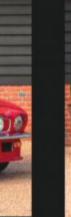
Cherished throughout its life, this car has benefitted from regular servicing at Aston Martin main agents or recognised DB7 experts. In total, this car has received 18 services during its 16 years, with recent maintenance works including a new clutch, brake discs and pads, shock absorbers and suspension bushes. This DB7 GT is in superior condition, on the button and ready to be enjoyed by its next custodian who is sure to enjoy the exhilarating driving experience the manual gearbox'd DB7 GT provides.



1965 Aston Martin DB5



1978 Aston Martin V8 Vantage



£249,950

1996 Aston Martin Vantage V600



£295,000



1973 Jaguar E-Type Roadster



£POA



1978 Aston Martin V8 (Manual)

£175,000



2005 Aston Martin Vanquish S

£124,950





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WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

ABARTH 595, 59555, 69555 2-litre 47-56 43,000 10,500 6000 3500 2-litredfic/Buckland 49-58 30,000 22,500 14,000 (00) 84-63 175.000 135.000 95.000 70.008 1991 102

Concours/ Dealer If you can afford

Mint

Shiny and

it, do it. This is what to pay for a top notch example; also a good guide to concours value

9,000 20,000 12,500 595 1991 83

Usable

bright, but use, but needing cosmetic not concours condition. Any attention. You'll have to spend defects should more money be small. You'll get a fine if you want it example for this looking really money

Rough Tidy and ready to In reality a

> project car in need of much care and expense, even though it may still run and drive

Price change

At a glance indicator showing the market trend of the latest updates

Private sale

		100		Private sa	le		7	3ge
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	P005	Rough	ઇ	Top speed	Price change
ABARTH				Al	oarth Club	GB (01	869 340	0289)
Zagato 750	57-61	92,500	79,500	60,000	45,000	747	95	
595, 595SS, 695SS	63-71	45,000	32,000	20,000	12,500	595	80	

AC				AC	Owners' Cl	lub (019	04 79356
2-litre	47-56	15,500	11,000	6750	4000	1991	83
2-litre dhc/Buckland	49-56	31,000	22,500	14,000	9000	1991	83
Ace (AC engine)	54-63	265,000	200,000	135,000	90,000	1991	102
Ace-Bristol	56-63	300,000	220,000	155,000	100,000	1971	118
Ace-Ford	61-63	320,000	235,000	165,000	105,000	2553	120
Aceca-AC	54-63	138,500	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	150,000	105,000	75,000	52,000	1971	128
Greyhound	59-63	82,500	60,000	35,000	20,000	1971	107
Cobra MkI/MkII/289	62-69	825,000	675,000	525,000	425,000	4727	138
Cobra 427	65-67	1m	775,000	575,000	475,000	6998	145
428	67-73	155,000	120,000	90,000	60,000	7014	143
428 con	67-73	185,000	140,000	105,000	70,000	7014	143
3000 ME	79-84	15,500	11,500	7500	5000	2994	125
Cobra MkIV	83-92	97,500	80,000	60,000	42,500	4942	134
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140

ACE DI OOKIAI IUS	93-00	20,000	24,000	10,000	12,000	4942	140	
ALFA ROMEO			ļ	Alfa Romec	Owners' (Club (01	787 249	9285)
6C 1750 GS Zagato	30-33	1.75m	1.3m	1m	900,000	1754	95	
6C 2300 Touring	33-37	1.15m	925,000	775,000	625,000	2309	94	\blacksquare
1900C Sprint	51-55	195,000	157,500	107,500	80,000	1884	112	
1900C Super Sprint	55-58	225,000	170,000	120,000	85,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	22,500	15,000	7500	4000	1290	103	
Giulietta/Giulia Sprint	55-64	57,500	42,500	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	70,000	47,500	30,000	20,000	1570	108	
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570	120	
2000 Spider	58-62	95,000	65,000	32,500	19,000	1975	111	
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124	
2600 Sprint	62-66	46,500	35,000	17,500	8000	2584	125	
SZ-1	60-62	395,000	325,000	270,000	200,000	1290	120	
TZ-1	63-65	1m	850,000	750,000	600,000	1570	124	
Giulia Ti/Super	62-74	20,500	14,500	7250	3400	1570	105	
1750/2000 Berlina	68-76	12,000	8000	3600	1800	1962	115	
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,500	9000	1570	112	
Giulia GTA 1300/1600	65-71	250,000	195,000	150,000	105,000	1570	115	
GT Junior	66-77	25,000	17,250	8250	4400	1570	115	
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	
Duetto/1750 r,tail	66-69	48,500	33,500	20,000	10,000	1570	113	
Spider S2	69-82	24,500	15,500	7000	3000	1962	119	
Spider S3	82-89	12,500	8000	3500	1650	1962	114	
Spider S4	89-93	14,250	10,000	4650	2400	1962	114	
Montreal	70-77	70,000	50,000	30,000	20,000	2593	132	lack
Alfasud/Alfasud Ti	72-83	8750	6000	2650	1000	1286	103	
Alfasud Sprint	76-90	9750	6950	3250	1400	1490	104	
Alfetta sal	72-84	9000	6000	3000	900	1962	113	
GTV 2000	76-87	14,500	9750	4500	1850	1962	118	
GTV6	81-87	20,000	13,000	5750	2250	2492	130	
75 sal	86-92	10,000	7000	3000	1400	2959	135	
164 2.0 TS	88-98	5000	4000	1900	900	1962	130	
164 3.0 V6	88-98	7200	4500	2400	1200	2959	147	
SZ/RZ	89-94	47,500	36,500	20,000	15,000	2959	153	
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92-97 4500

3000 1400 800 1970 127

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Poog	Rough	ઇ	Top speed	Price change
155 V6	92-96	6500	4000	2100	1100	2498	140	
Spider 2.0 TS	96-02	4250	2750	1250	475	1970	131	
GTV 2.0 TS	96-02	3750	2000	850	300	1970	134	
GTV 3.0 V6	98-02	5500	3750	1600	650	2959	148	
GTV V6 Cup	01-02	10,000	8000	5000	2500	2959	148	

ALLARD				Allarc	Owners' (Club (01	438 773	428)
K1	46-50	92,500	63,500	47,500	30,000	3622	100	
K2	50-53	100,000	80,000	60,000	40,000	3917	102	
K3	52-54	125,000	95,000	70,000	50,000	4375	96	
L/M	46-53	55,000	37,500	22,500	15,000	3622	86	
P	49-52	42,000	31,500	16,000	9000	3622	90	
J2/J2X	50-54	275,000	220,000	165,000	130,000	4375	130	
35								9
ALPINE-RENA	JLT			Club A	Jpine-Rena	ault (019	902 895	590)

ALPINE-RENAULT				Club .	Alpine-Ren	ault (019	902 895	590)
A110	65-77	80,000	60,000	37,500	27,500	1565	115	- 1
A310 1600	74-77	35,000	25,000	17,000	10,000	1605	130	
A310 V6	77-86	36,500	27,500	19,000	12,000	2664	137	
GTA	85-91	10,250	8000	4000	2400	2849	139	
GTA Turbo	85-91	12,750	10,500	5500	3000	2458	149	A

ALVIS		Alvis Owne	er Club (018	392 832118);	Alvis Regi:	ster (014	183 8103	308)
Speed 20 Tourer	32-36	140,000	115,000	85,000	65,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	80,000	3571	85	
4.3 Litre Tourer	37-39	170,000	127,500	110,000	90,000	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	25,000	17,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	35,000	26,000	14,000	8000	2993	104	
TD21 convertible	56-63	80,000	57,500	32,500	20,000	2993	102	
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107	

AMPHICAR					IA	OC (arr	nphicar.o	com)
770	61-65	50,000	35,000	25,000	16,000	1147	70	

ARMSTRONG SIDE	DELEY		Armstro	ng Siddele	y Owners'	Club (01.	21 459 ()742)
Lancaster	46-52	12,500	9000	5000	2750	1991	70	
Hurricane dhc	46-53	20,000	15,000	8500	5500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70	
Whitley	50-53	14,500	9500	4750	2650	2309	85	
Sapphire 346	53-59	16,000	11,500	6000	3000	3435	100	
Sapphire 234/236	56-58	16,000	12,000	6250	3250	2309	97	
Star Sapphire	58-60	21,000	15,000	7000	4000	3990	104	

in the second se								
ASTON MARTIN			Asto	on Martin C	wners' Clu	ıb (0186	5 4004	00)
DB2	50-53	250,000	170,000	127,500	85,000	2580	110	
DB2 con	51-53	320,000	255,000	185,000	140,000	2580	109	
DB2/4 MkI/II	53-57	175,000	140,000	95,000	65,000	2580	120	
DB2/4 con	53-57	275,000	220,000	170,000	130,000	2580	120	
DB3S	53-56	5.25m	4.5m	4m	n/a	2922	145	
DB MkIII	57-59	210,000	160,000	120,000	85,000	2922	120	
DB MkIII con	57-59	465,000	395,000	320,000	250,000	2922	120	
DB4	58-63	450,000	370,000	280,000	210,000	3670	141	
DB4 Vantage	61-63	565,000	465,000	370,000	280,000	3670	149	
DB4 con	61-63	875,000	790,000	650,000	550,000	3670	140	
DB4 GT	60-63	2.95m	2.4m	1.85m	1.4m	3670	155	

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DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Роод	Rough	8	Top speed	Price change
DB4 GT Zagato	60-63	12m	10.5m	9.5m	n/a	3670	154	
DB5	63-65	750,000	600,000	425,000	300,000	3995	143	▼
DB5 con	63-66	1.1m	925,000	685,000	550,000	3995	141	
DB6	65-70	275,000	225,000	165,000	135,000	3995	140	
DB6 Vantage	66-69	400,000	290,000	205,000	160,000	3995	148	
DB6 Volante	66-70	675,000	550,000	425,000	350,000	3995	145	
DBS 6	67-72	127,500	93,500	60,000	37,500	3995	138	
DBS 6 Vantage	67-73	137,500	105,000	70,000	47,500	3995	141	
DBS V8	69-73	125,000	90,000	60,000	40,000	5340	162	
V8	72-90	120,000	80,000	47,500	30,000	5340	147	
V8 Vantage	77-89	325,000	250,000	160,000	100,000	5340	168	
V8 Volante	78-90	182,500	140,000	90,000	48,500	5340	130	
V8 Vantage Volante	86-89	290,000	225,000	165,000	100,000	5340	162	•
Zagato	86-87	225,000	165,000	110,000	65,000	5340	180	
Virage	89-96	54,000	42,000	20,000	13,000	5340	158	
Virage Volante	92-96	75,000	60,000	32,500	22,000	5340	157	
V8 Vantage	93-00	225,000	175,000	120,000	n/a	5340	186	
V8 Coupé	96-99	65,000	50,000	32,000	24,000	5340	155	
Vantage V600	98-00	300,000	230,000	160,000	n/a	5340	200	
DB7	94-99	23,000	20,000	15,500	11,500	3239	157	
DB7 Volante	96-99	27,500	22,500	17,500	13,500	3239	155	•
DB7 Vantage	99-03	29,000	24,000	19,750	15,000	5935	185	
DB7 Vantage Volante	99-03	34,000	27,500	21,000	15,000	5935	165	•
DB7 GT/GTA	02-03	55,000	47,500	38,500	24,000	5935	185	
DB7 Zagato	03	240,000	200,000	160,000	n/a	5935	190	
Vanquish	01-04	85,000	75,000	67,000	57,500	5935	190	

AUDI				Audi	Owners' (Club (07)	788 588	449)
60/70/80/90 sal	65-72	7750	5500	2500	1100	1760	100	A
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	18,500	12,500	6000	3000	1871	112	
Quattro turbo	80-89	28,500	20,000	10,000	4000	2144	135	
Quattro 20V	89-91	45,000	32,500	20,000	8500	2226	142	
Quattro Sport	84-85	300,000	225,000	175,000	n/a	2133	154	
RS2 Avant	94-95	30,000	24,000	14,000	9000	2226	162	

AUSTIN Seve	n OC (013	372 466134)	; Mini OC (01543 2579	56); Coope	er C (020	O 7515 7	173)
Seven saloon	30-34	11,000	8750	5250	2650	747	50	
Seven Chummy	31-34	19,500	15,500	10,000	5000	747	50	
Seven 65/Nippy	33-37	27,500	20,000	14,500	10,000	747	60	▼
Seven Ruby saloon	34-39	10,000	7750	4400	2200	747	53	
A125/A135	47-57	12,500	8000	3750	1750	3995	89	
A40 Devon/Dorset	47-52	7500	4750	2250	1200	1200	76	
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83	
A90 Atlantic con	49-50	32,500	24,000	13,000	6500	2660	92	
A90 Atlantic coupé	50-52	22,500	16,500	10,000	5000	2660	92	
A40 Sports	50-53	16,000	12,000	6500	4000	1200	80	
A40 Somerset	52-54	6500	4250	1850	900	1200	72	
A40 Somerset con	52-54	16,000	10,000	5500	3000	1200	72	
Metropolitan	54-61	18,000	12,000	5500	2500	1489	78	
A30/A35	51-59	7500	4500	2250	1000	948	75	
A40, A50, A55	53-59	6200	4200	1850	925	1200	70	
A55/A60 Cambridge	59-69	6000	4000	1800	850	1622	78	
A90, A95, A105	54-59	12,000	9000	3650	1500	2639	91	
A40 Farina	58-67	7000	5000	2000	800	1098	82	
A99/A110	59-68	10,000	7000	3000	1250	2912	102	
1100/1300	63-74	4250	2500	1000	500	1098	85	
1300GT	69-74	8250	5750	2650	1250	1275	96	

		\s		Private sa	le		F)ge			\		Private sa	ile		T	ge Se			35		Private sal	e		T)ge
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	poog	Rough	႘	Top speed	Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	<i>P</i> 005	Rough	8	Top speed	lei Don.	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	<i>poog</i>	Rough	႘	Top speed	Price change
3-litre	68-71	8000	5750	3000	1600	2912		_	503 coupé	56-59	160,000	120,000		60,000	_	115	_	Corvette	55-57	68,000	50,000	30,000	20,000	4343		
1800/2200 Maxi	64-75 69-79	4500 3500	2850 2500	1200	600 400	1798 1748		_	507 Isetta 250/300	56-59 55-65	1.9m 18,000	1.65m 13,000	1.4m 9000	1.1m 5750		135	-	Corvette	58-60 61-62	77,500 67,500	57,500	32,500 29,000	22,500	4639 5359		_
Allegro 1100-1500	73-82	2350	1400	675	350	1275		\blacktriangle	600	58-59	26,000	20,000	15,000	9000	585	65		Corvette S-W coupe	e 63	80,000		35,000		5359		
Allegro 1750/Sport TC Seven/Mini MkI	73-75 59	2750 29,000	1750	800	450 13,000	1748 848	104 71	- 10	2000/ti lux/tii 1600/1602/1502	66-72	13,500	10,000	4500 4250	2200		105		Corvette Sting Ray Camaro	63-67 67-69	65,000 26,000	50,000	25,000 9500	17,500 5000	5359 5735		_
Mini Mkl	60-67	13,000	10,000	6250	3750	848	71	•	2002/Touring	68-75	13,000	8500	4250	2400			7.	Camaro conv.	67-69	27,500	21,000	14,000		5735		100
Mini MkII	67-69	6000	4000	1850	1000	998	79		2002 cabrio/targa	71-74	18,500	14,000	7000	3000				Corvette Stingray	68-72	30,000	22,500	13,000	5750	6997		
Mini MkIII-V	70-90	4850	3200	1400 9000	800	998	82	_	2002tii	71-75	29,500	20,000	10,000	4500		120	_	Corvette Stingray	73-77	24,000 15,000	15,000	9000	4000 3750	5737 5733		-
Mini Cooper 997/998 Mini Cooper 1071S	63-64	24,000 40,000	16,500	20,000	14,000	998	90	_	2002 turbo 2800CS/CSA	73-74 69-71	92,500	70,000	47,500 10,000	30,000 5000		130	_	Corvette C4	77-82 84-96	11,000	11,000 8750	6750 4500		5733	_	_
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	\blacktriangle	2500/2800/3.0/3.3	69-77	12,500	8250	3500	1750	2494	110		Corvette ZR1	90-95	18,500	15,000	12,500	9500	5727	180	
3.9	64-67	40,000	30,000	20,000	13,500	1275	96	_	3.0CS/CSi	71-75	45,000	28,500	18,500	12,500		130	_	CISITALIA						10	icitalia	not)
Mini C'r 1275S MkII/III Mini Moke	64-85	32,000 19,500	22,500 14,500	14,000	9500 4500	1275 998	96 70	V	3.0CSL 3.0CSL 'Batmobile'	72-75 72-75	125,000 250,000	97,500	60,000	37,500 100,000	3003	138		202 coupe	47-54	240,000	175,000	140,000	120,000	<u> </u>	isitalia.r 105	ilet)
Mini 1275GT	69-80	11,250	8000	4250	2000	1275			633/628 CSi	76-87	9500	6500	3000	1500		132										
Mini Clubman	70-80	4750	3250	1500	750	1098	82		635CSi	78-89	15,500	10,000	4500	2400			_	CITROËN	פר בר	20,000	14,000	Citro	oën Car Cl	<u> </u>	_	258)
AUSTIN-HEALEY			Austin-H	ealey Club.	4 Saxby Si	t, Leices	ster LE2	DND	M635CSi M1	85-89 79-80	28,500 330,000	20,000	14,000	7500 150,000		158 162		Light 15/Big 15 2CV 'ripple'	35-55 48-60	20,000	14,000	5000	4000		72 49	_
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103		323i (E21)	77-82	9900	6950	3400	1650		126		2CV	60-90		5000	2500	1250	602	71	
100M	55-56	142,500	112,500		50,000			_	-		12,000	7500	3500	1750			-	Ami	61-78	5200	3600	1800	900	602		- 100
100S 100/6 BN4/6	55 56-59	675,000 50,000	37,500	24,000	13,500	2639		7.	5-series (E12) M535i (E12)	75-81 80-81	10,500	7500 18,500	3500 11,000	1500 5000		133	_	Dyane DS19/ID19	68-85 56-68	4500 20,000	3000 14,000	1500	750 2250		78 88	
3000 MkI	59-61	54,000	38,500	25,000	13,000	2912	_		5-series (E28)	81-87	10,000	7000	3000	1250		146		Safari estate	59-75	26,500	17,000	8000	3000		88	
3000 MkII BN7	61-62	68,000	47,500	32,000	22,000	2912	_		M535i (E28)	85-87	12,500	9000	4750	2250		152		DS décapotable	63-78	195,000			_		100	
3000 MkII BT7, BJ7 3000 MkIII	62-64 64-68	57,500 65,000	42,000 48,500	27,500 30,000	15,000 17,500	2912 2912	_	_	M5 (E28) 5-series (E34)	85-88 88-95	40,000	30,000	17,500 1600	10,000		152 149		DS20/21/23 DS21/23 EFi	68-75 70-75	32,000 37,500	20,000	8000	3500 5500	2347	_	_
'Frogeye' Sprite MkI		21,500	15,000	7000	4000	948	82	<u> </u>	M5 (E34)	88-95	16,500	11,500	6000	3750			77.	SM V6	70-75	57,500	40,000	22,500		2670		_
Sprite MkII/III/IV	61-71	11,000	7000	3000	1250	1275	96		M5 (E39)	98-04	19,000	13,000	8500	6000		155	7	GS/GSA	70-85	4000	2650	1100	550	1220		
ALITORIANICHI						laute	hianchi	oral	325i sal (E30)	85-91	6750	4250	2000	1000	2494		_	CX Prosting	74-89	6500	4000	1750	750	2165		- 2
AUTOBIANCHI Bianchina Trans/Cab	57-68	29,000	21,500	14,500	9750	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	bianchi 68	org)	325i Sport (E30) 3-series (E30) conv	89-91 86-93	21,000 9000	15,000 6750	7500 3000	3500 1250	2494 2494			CX Prestige CX GTi/GTi turbo	77-89 77-89	9500	5000 6500	2400 3250	1000	2347		_
Dianetinia Hario, Cas	57 00	23,000	21,000	11,000	3,30	100			M3 (E30)	86-90	50,000	40,000		17,500	2302			BX GTI 16V	87-93	5250	3500	1750	900	1905		
BENTLEY					y Drivers' (<u> </u>	295 738	386)	M3 Evo II (E30)	88	65,000	50,000	35,000	26,000	2302											
3-litre Tourer 4.5-litre Tourer	22-25 27-31	500,000 1.2m	-,	200,000 575,000	,		02	V	Z1 840/850 coupé	86-91 90-99	42,000 14,000	26,000	17,000 5000	10,000		140 155		CLAN Crusader coupé	71-74	5500	3750	Clar 1650	Owners' ((5	656 744 102	741)
6.5 Litre Speed Six	28-30	3.5m	3m	2m	1.2m	6597	_	_	850CSi	92-96	45,000	37,500	29,500		5576			Crusader coupe	/1-/4	3300	3/30	1030	800	0/3	102	_
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	_		M3/Evo (E36)	92-99	18,000	14,000	9250	5100	3201	155		DAF DA	F Owners	s' Club, 56 Ric	dgedale Ro	d, Bolsover,	Chesterfie	ld, Derb	ys S44	6TX
8 Litre	29-31	2.65m	1.75m		500,000		_	_	Z3 4-cyl	96-01	3400	2500	1300	590	_	127	_	55 Marathon coupé	68-72	3500	2250	950	500	1108	83	_
Derby 3.5 Park Ward Derby 3.5 coachbuilt			80,000		29,500 42,500	3669 3669	_	_	Z3 6-cyl Z3M Roadster	96-02 98-02	5900 18,500	4000	2000 9750	1100 6500	2793 3201	139		DAIMLER			Daimler &	. Lanchester	· Owners' (Tlub (012)53 352	076)
Derby 4.25 PW	36-39				32,500	4257	_		Z3M Coupe	98-02	30,000	22,500	14,000	8500		159		DB18/Consort	39-53	10,000	7250	3650	10	2522		A
Derby 4.25 coachbuilt				120,000	-,				Z8	00-03	140,000	115,000	87,500	65,000	4941			DB18 con	39-50	29,000	20,000	10,000		2522		
MkVI 4.3/4.6-litre MkVI con	46-52 51-52	37,500 125,000	27,500 85,000	15,500 42,500	8750 27,500	4566 4566		_	M3 (E46) M3 CSL (E46)	01-06	21,000 44,000	16,000	10,000	5500 32,500	3246 3246		_	DB18 Sports Special Conquest/Century	_	33,500 8750	24,500	14,500 2750		2522 2433		_
R-type saloon	52-55	40,000	30,000		9500	4566	_	_	IVIS CSL (E40)	03-03	44,000	40,000	30,300	32,300	3240	133	_	Conquest Rdster/DHG		33,000	24,000	15,000		2433		
Coachbuilt saloons		57,500	39,500	19,500	12,500	4566			BOND				Bond	d Owners' C	Club (012	21 784 462	6)	104/Majestic	56-62	8500	6000	3000	1250	3794	100	
Coachbuilt con	52-55				37,500	4566		_	Minicar MkA-G	48-65	6000	4250	1900	900	250		_	Majestic Major	60-68	20,000	15,000	7500		4561		_
R-type Continental S1/S2 saloon	52-55 55-62	42,500		575,000 17,000	8250	4887	_	•	GT2+2 GT4S	63-64	6600 5100	4500 3750	1850 1750	850 800		83 92	-	SP250 sports 2½-litre/V8 250	59-64 62-69	47,500 19,500	35,000 13,500	20,000 6250	14,000 2750	2548 2548		
S1 Continental Mulliner	55-59		265,000	180,000	140,000				Equipe GT	67-70	7000	5000	1600	700		100		Sovereign (420)	66-69	16,500		5750		4235		
	55-59			135,000				_	Bug	70-74	9000	6500	3400	2000	701	75		Sovereign (XJ6) SI	69-73	12,500	7500	3300		4235		_
S1 Cont P Ward con S2 Cont Mulliner	55-59			300,000			_	-	BORGWARD				Rorgwa	rd Drivers'	Club (01	1536 5107	71)	Double-Six SI 4.2 coupé	72-73 75-78	15,000 24,500	10,250	4750 7250		5343 4235		$\overline{\mathbf{A}}$
S2 Park Ward con	59-62			125,000					Isabella TS	54-61	10,000	7500	4000	2000	1493		'/	Double-Six Coupé	75-77	26,500	16,500	9250		5343		
S2 Flying Spur	59-62	195,000		75,000	50,000		_		Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98		Sovereign SII/III	73-86	9000	6000	1850		4235		
S3 saloon S3 MPW 2dr coupé	62-65	46,500	32,500	18,500	9000	6230 6230	_	_	BRISTOL Bristo) Owners	' Club (0140	2 704020\	Owners &	Drivers Ace	ca (brict	oloda cor	10	Double-Six SII/III	74-86	11,000	7250	3500	1300	5343	150	_
S3 MPW con	62-65		,	105,000	,			_	400	47-50	70,000		30,000					DATSUN		Datsun (Owners' C	lub (01342 3	21000); Z (Club (017	782 873	374)
S3 Flying Spur 4dr	62-65	175,000	125,000	75,000	50,000	6230	118		401, 403	49-55	59,000	42,000		20,000 15,000	4345	6/89		240Z	69-74	25,000	17,500	9500	6000	2393	125	
T1 saloon	65-76	17,500	13,000	6500	2500	6750			Arnolt-Bristol	54-61	275,000		175,000			109		260Z	74-79	20,000	15,000	7000		2565		_
T2 saloon MPW/Corniche coupé	77-80 66-80	16,000 42,500	12,000	6000	2250	6750 6750	_	_	404 405 saloon	54-55 54-56	72,500 51,000	52,500	35,000 17,500	22,000		110 94	_	280ZX/2+2 240K Skyline	78-83 73-81	7500 19,500	5000	2200 7000	950 4000	2753 2392	_	-
MPW/Corniche conv		54,000	42,500	28,500	16.000	6750		_	405 con	55	100,000		45,000	30,000		100		2 Tork Sky line	75 01	13,300	13,000	7000	1000	2332	112	
Mulsanne/Eight	80-92	12,500	10,000	5500	2000	6750	_		406	58-61	41,250	28,000	14,000	9000		104		DELAHAYE				The Delah			<u> </u>	.om)
Mulsanne Turbo	82-86	14,000	10,500	6000	2400	6750		V	407, 408, 409	62-69	37,500	26,000	13,500	8250		122		135M/MS Coupé	35-39			200,000		_		_
Turbo R/RL Turbo RT	85-97 95-97	16,500 18,500	12,500	6250 10,000	2200 5000	6750 6750		A	410, 411 412, Beaufighter	69-76 76-93	46,000 35,000	32,000	16,000 12,000	10,000	5900 5900	_		135M/MS Cabriolet 135M/MS Coupé	46-53		125,000	75.000	47,500			_
Continental MPW conv		67,500	55,000	37,500	22,500	6750			603,Britannia,Brigano		32,000	22,000	12,000	7500	5900	_		135M/MS Cabriolet	_	275,000			80,000			
Continental R	91-02	39,500	29,500	22,500	16,500	6750												235 Chapron coupé	51-54	100,000	75,000	45,000	20,000	3557	120	
Continental T Brooklands	96-02 92-98	61,500 15,500	50,000	39,500 9000	32,000 5250	6750 6750		_	BUGATTI Type 57 Galibier sal	34-39	275,000	220.000	10.1	i Owners' (120,000			4)	DELLOW	D	ellow Regist	er 4 Roum	nelia I ane B	ournemoi	ıth Dors	et RHF	1FT
Azure	95-03	60,000	50,000		32,500	6750	_	_	Type 57 Ventoux 2dr					175,000				Mark I-V sport-trials			15,000		_	1172	_	al ST
					,				Type 57 Stelvio con	34-39			360,000	200,000	3257	96										
BERKELEY	EC EC	0000		Berkeley En	_	<u> </u>	_	330)	Type 57 Atalante cpe		1.5m	1.2m	,	550,000				DELOREAN	01.03			Club UK (0			_	o.uk)
Sports SA322/SE328 Sports SE492	56-58 58-59	8500 12,000	6000 7000	3600 3750	2250 2500	328 492	65 80	-	Type 57S Atalante cpe EB110	36-38 92-95	8m 600,000	7m 475.000	6.5m 375.000	6m 250.000		115	-	DMC-12 coupé	81-82	30,000	24,000	10,250	10,500	2849	109	_
B95/B105	59-61	12,500	7500	4250	2750	_	90		Veyron	05-11	1.15m		840,000		7993			DE TOMASO				De Tomas	o Drivers'	Club (01)	226 321	686)
T60 3-wheeler	59-61		6000	3600	2000	328	_											Mangusta	67-72			150,000	110,000	4727	150	
BIZZARRINI						licol	oizclub.c	om)	CATERHAM Seven (sp.)	72.01	17,500	12 500		otus Seven 5250	Club (01 1599		1)	Pantera Deauville	72-89 70-88		67,500 20,000		22,000 5500			_
5300GT Strada	65-69	600,000	525,000	450,000	375,000			эпт)	Seven (sp)	73-91	17,500	12,500	0000	5250	1399	IIU		Longchamp	70-88		30,000		8000			
8									CHEVROLET	Classi	ic Chevrolet						31)									
BMW	26.20	700,000	EFOOO		BMW Car (009)	Corvette roadster	53				47,500	_			DKW	E3 E0	20,000	15,000		Owners' (3500			429)
328	20-23	700,000	550,000	430,000	3/3,000	13/1	100	_	Corvette roadster	54	70,000	50,000	32,300	24,000	JÖÜÜ	107		Sonderklasse/3=6	22-29	20,000	13,000	7300	5500	020	10	-

1000/1000S sal/cpé F102 saloon DODGE Viper RT 10/GTS ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé	64-66 92-02 58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62	4750 38,500 27,500 30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	29,000 1 21,000 1 22,000 1 33,000 1 255,000 1 48,500 3 5 6 750,000 5 1,48,500 1 1,45m 1 3,5m 2 6,00,000 4 4m 3	Elva C 121,000 1 Elva C 12,000 6 12,500 7 Facel V 125,000 6 120,000 1 130,000 1 14thorpe Spo 12250 7 1550,000 4 1750,000 6 1750,000 6 17	2000 S 2000 1 6,000 7 6,000 7 6,000 1 7000 1 7000 5 75,000 6 40,000 6 6,500 1 where Clubs and 1 400,000 1 550,000 2	980 8 980 8 1175 8 1175 8 1175 8 1175 8 1175 8 1198 11 1198 11 1198 11 1198 12 1298 13 1399 14 1499 15 1599 15 1699 15 1699 15 1799 15 179	0 4 4 555 5 5 6 5 6 5 6 5 6 6 6 6 6 6 6 6	500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4	202-06 02-04 48-55 55-70 55-60 57-75 59-66 61-68 65-73 66-73 66-73 66-75 66-74 75-81 72-75 82-85 67-73	89,000 1,95m 14,000 10,000 30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	74,000 1.6m 10,000 6750 21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000 11,500	5000 3000 12,500 3600 16,000 16,500 2600 4500 850 3000 9750	n/a t Motor Clu 2500 1250 6750 1750 10,000 10,000 1250 2400 400 1100	5748 2 5998 2 1b (0208 569 6 633 6 767 5 499 6 1568 1 2280 1 903 9 903 9	872 4028) 60 66	Escort RS1600i Escort XR3i cabrio Escort RS Turbo S1 Escort RS Turbo S1 Escort RS Turbo Capri Mkl 1.3/1.6 Capri GT 1.6/2.0 Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0 Capri III 2.8i	83-84 84-90 84-85 85-90 69-74 70-74 70-74 71-74 73-74 74-82 74-82 81-87	18,500 6000 25,000 14,000 10,500 16,500 20,000 25,000 50,000 52,500 9750 21,000 15,750	4000 17,500 9500 7500 11,000 14,000 17,500 40,000 40,000 6250 14,000 10,000	1750 8500 4750 3650 5000 6500 8000 25,000 2750 7000 5000	850 4000 2250 1800 2500 3250 3750 17,500 16,000 1400 3250 2400 4500	1597 177 1597 107 1597 122 1597 124 1599 95 1996 107 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	77 A 22 A 44 77 88 88 44 55 66 99 •
IOOOSP/A Union sp IOOOSP/A Union sp IOOO/IOOOS sal/cpé FIO2 saloon DODGE Viper RT IO/GTS ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel III Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI I66MM Barchetta I66 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider lwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (steel) 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	58-65 58-63 64-66 92-02 58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	17,500 10,000 4750 38,500 27,500 30,000 220,000 225,000 330,000 70,000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	12,500 6 6750 3 3250 1 29,000 2 21,000 1 22,000 1 130,000 9 165,000 1 255,000 1 48,500 3 Fair 3750 3 3250 1 4m 3 750,000 9 1.45m 1 3.5m 6 600,000 4 4m 3	5500 3 3400 2 3750 9 21,000 1 Elva C 12,000 6 12,500 7 Facel V 95,000 6 120,000 1 Shorpe Spo 2250 1 850 7 Ferrari O 3.5m 3 550,000 4 750,000 6 2.25m 1 1.2m 9 2.8m 2	6,000 5 6,000 1 6,000 5 6,000 1 6,000 1 6,750 1 7,000 1 6,550,00 5 7,5,000 6 6,500 1 6,500 1 6,500 1 6,500 1 6,500 1 6,500 1 6,500 1 6,500 1	980 8 980 8 1175 8 1175 8 1175 8 1175 8 1175 8 1198 11 1198 11 1198 11 1198 11 1198 11 11998 11 11998 11 11998 11 11995 11 11995 11 11956 11	2 2 0 4 4 555 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	FIAT 500 Topolino 600/600D 600 Multipla (MPV) 500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	02-06 02-04 48-55 55-70 55-60 57-75 59-66 61-68 65-73 66-73 66-73 66-75 66-74 75-81 72-75 82-85	89,000 1,95m 14,000 10,000 30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	74,000 1.6m 10,000 6750 21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000 11,500	57,500 1.3m 5000 3000 12,500 3600 16,000 16,500 2600 4500 850 3000 9750	50,000 n/a t Motor Clu 2500 1250 6750 1750 10,000 10,000 1250 2400 400 1100	5748 2 5998 2 1b (0208 569 6 633 6 767 5 499 6 1568 1 2280 1 903 9 903 9	02 20 872 4028) 60 66 99 11 005 20 66	Escort RS1600i Escort XR3i cabrio Escort RS Turbo S1 Escort RS Turbo S1 Escort RS Turbo Capri Mkl 1.3/1.6 Capri GT 1.6/2.0 Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	83-84 84-90 84-85 85-90 69-74 70-74 70-74 71-74 73-74 74-82 74-82 81-87	18,500 6000 25,000 14,000 10,500 16,500 20,000 25,000 50,000 52,500 9750 21,000 15,750	13,000 4000 17,500 9500 7500 11,000 14,000 40,000 40,000 6250 14,000 10,000	6500 1750 8500 4750 3650 5000 6500 8000 25,000 2750 7000 5000	3000 850 4000 2250 1800 2500 3250 3750 17,500 16,000 1400 3250 2400 4500	1597 177 1597 102 1597 124 1599 95 1996 107 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	77 A 22 A 44 77 83 84 44 55 99 •
1000/1000S sal/cpé F102 saloon DODGE Viper RT 10/GTS ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Boano/Ellena 250GT Boano/Ellena 250GT Syider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (steel) 275GTB (steel) 275GTB (steel) 275GTB/4 (4-cam) 330GT 2+2 330GTC	58-63 64-66 92-02 58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 58-62 60-63	10,000 4750 38,500 27,500 30,000 200,000 225,000 330,000 70,000 5000 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	29,000 1 21,000 1 22,000 1 33,000 1 255,000 1 48,500 3 5 6 750,000 5 1,48,500 1 1,45m 1 3,5m 2 6,00,000 4 4m 3	Elva C 121,000 1 Elva C 12,000 6 12,500 7 Facel V 125,000 6 120,000 1 130,000 1 14thorpe Spo 12250 7 1550,000 4 1750,000 6 1750,000 6 17	2000 S 2000 1 6,000 7 6,000 7 6,000 1 6,750 1 7000 1 7000 5 75,000 6 6,500 1 rts Car Clu 2250 S 750 1 wners' Clu 8m 1 400,000 1 550,000 2 6,650 4	980 8 7974 16 1175 8 7974 16 1498 10 1498 11 1498 11 1580 12 6286 13 6286 1	0 4 4 555 5 5 6 5 6 5 6 5 6 6 6 6 6 6 6 6	FIAT 500 Topolino 600/600D 600 Multipla (MPV) 500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	02-04 48-55 55-70 55-60 57-75 59-66 61-68 65-73 66-73 66-73 66-74 75-81 72-75 82-85	1,95m 14,000 10,000 30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	1.6m 10,000 6750 21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000 11,500	1.3m 5000 3000 12,500 3600 16,000 16,500 2600 4500 850 3000 9750	n/a t Motor Clu 2500 1250 6750 1750 10,000 10,000 1250 2400 400 1100	5998 2 Lb (0208 569 6 633 6 767 5 499 6 1568 1 2280 1 903 9 1438 1	20 872 4028) 60 66 99 11 10 10 10 10 10 10 10 10 10	Escort XR3i cabrio Escort RS Turbo S1 Escort RS Turbo Capri Mkl 1.3/1.6 Capri GT 1.6/2.0 Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	84-90 84-85 85-90 69-74 69-74 70-74 71-74 73-74 74-82 74-82 81-87	6000 25,000 14,000 10,500 16,500 20,000 25,000 50,000 52,500 9750 21,000 15,750	4000 17,500 9500 7500 11,000 14,000 17,500 40,000 40,000 6250 14,000 10,000	1750 8500 4750 3650 5000 6500 8000 25,000 2750 7000 5000	850 4000 2250 1800 2500 3250 3750 17,500 16,000 1400 3250 2400 4500	1597 107 1597 122 1597 124 1599 95 1996 107 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	7
F102 saloon DODGE Viper RT 10/GTS ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (steel) 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	64-66 92-02 58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	4750 38,500 27,500 30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	29,000 2 21,000 1 22,000 1 130,000 9 165,000 1 255,000 1 48,500 3 3250 1 4m 3 750,000 9 1.45m 1 3.5m 2 600,000 4 4m 3	Elva C 12,000 1 Elva C 12,000 6 12,500 7 Facel V 105,000 6 120,000 1 105,000 1	6,000 1 6,000 7 6,000 7 6,750 1 7000 1 6,500 5 75,000 6 6,500 1 715 Car Clt 2250 9 750 1 8m 1 600,000 1 6550,000 2 6,6m 4	1175 8 17974 16 11498 16 11798 11 11498 16 11798 11 11498 16 115801 12 116286 13 11647 11 11498 16 115998 11 115998 11 115998 11 115998 11 115998 11 115998 11 115998 11	4	FIAT 500 Topolino 600/600D 600 Multipla (MPV) 500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	48-55 55-70 55-60 57-75 59-66 61-68 65-73 66-73 66-73 66-74 75-81 72-75 82-85	14,000 10,000 30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	10,000 6750 21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000	5000 3000 12,500 3600 16,000 16,500 2600 4500 850 3000 9750	t Motor Clu 2500 1250 6750 1750 10,000 10,000 1250 2400 400 1100	1568 1 2280 1 903 9 1438 1	372 4028) 60 66 99 61 60 50 50 66 66	Escort RS Turbo S1 Escort RS Turbo Capri Mkl 1.3/1.6 Capri GT 1.6/2.0 Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	84-85 85-90 69-74 69-74 70-74 70-74 71-74 73-74 74-82 74-82 81-87	25,000 14,000 10,500 16,500 20,000 25,000 50,000 52,500 9750 21,000 15,750	17,500 9500 7500 11,000 14,000 17,500 40,000 40,000 6250 14,000 10,000	8500 4750 3650 5000 6500 8000 25,000 25,000 2750 7000 5000	4000 2250 1800 2500 3250 3750 17,500 16,000 1400 3250 2400 4500	1597 122 1597 124 1599 95 1996 107 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	2
Viper RT 10/GTS ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel III Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	27,500 30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	21,000 1 130,000 9 165,000 1 255,000 1 48,500 3 750,000 9 148,500 1 255,000	Elva C 12,000 6 12,500 7 Facel V 12,500 7 12,500 1 130,000 1 14,000 5 18,000 1 18,000 1 18,000 1 18,000 7 18,000 1 18,000 7 18,000 6 18,000 7 18,000 7	owners' Clu 6750 1 6750 1 67500 1 ega Car Cl 655,000 6 440,000 6 6,500 1 ega Car Clu 250 9 75,000 1 wheres' Clu 8m 1 400,000 1 550,000 2 .6m 4	ub (0190) 1498 10 1798 11 1498 16 1498 17 1498 17 1498 17 1498 17 15 16286 13 1647 11 15 1647 11 1647 11 17 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11	8 823710) 00 0 18 818608) 25 30 32 4 5 256799) 0 2 544500)	500 Topolino 600/600D 600 Multipla (MPV) 500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	55-70 55-60 57-75 59-66 61-68 65-73 66-73 66-73 66-75 66-74 75-81 72-75 82-85	10,000 30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	6750 21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000	5000 3000 12,500 3600 16,000 16,500 2600 4500 850 3000 9750	2500 1250 6750 1750 10,000 10,000 1250 2400 400 1100	569 6 633 6 767 5 499 6 1568 1 2280 1 903 9 903 9	66 99 11 005 20 16	Escort RS Turbo Capri Mkl 1.3/1.6 Capri GT 1.6/2.0 Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	85-90 69-74 69-74 70-74 70-74 71-74 73-74 74-82 74-82 81-87	14,000 10,500 16,500 20,000 25,000 50,000 52,500 9750 21,000 15,750	9500 7500 11,000 14,000 17,500 40,000 40,000 6250 14,000 10,000	4750 3650 5000 6500 8000 25,000 25,000 2750 7000 5000	2250 1800 2500 3250 3750 17,500 16,000 1400 3250 2400 4500	1597 124 1599 95 1996 107 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	77 88 88 44 65 65 99 V
Viper RT 10/GTS ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel III Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	27,500 30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	21,000 1 130,000 9 165,000 1 255,000 1 48,500 3 750,000 9 148,500 1 255,000	Elva C 12,000 6 12,500 7 Facel V 12,500 7 12,500 1 130,000 1 14,000 5 18,000 1 18,000 1 18,000 1 18,000 7 18,000 1 18,000 7 18,000 6 18,000 7 18,000 7	owners' Clu 6750 1 6750 1 67500 1 ega Car Cl 655,000 6 440,000 6 6,500 1 ega Car Clu 250 9 75,000 1 wheres' Clu 8m 1 400,000 1 550,000 2 .6m 4	ub (0190) 1498 10 1798 11 1498 16 1498 17 1498 17 1498 17 1498 17 15 16286 13 1647 11 15 1647 11 1647 11 17 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11	8 823710) 00 0 18 818608) 25 30 32 4 5 256799) 0 2 544500)	600/600D 600 Multipla (MPV) 500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	55-70 55-60 57-75 59-66 61-68 65-73 66-73 66-73 66-75 66-74 75-81 72-75 82-85	10,000 30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	6750 21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000	3000 12,500 3600 16,000 16,500 2600 4500 850 3000 9750	1250 6750 1750 10,000 10,000 1250 2400 400 1100	633 6 767 5 499 6 1568 1 2280 1 903 9 903 9	66 9 9 11 005 20 16	Capri GT 1.6/2.0 Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	69-74 70-74 70-74 71-74 73-74 74-82 74-82 81-87	16,500 20,000 25,000 50,000 52,500 9750 21,000 15,750	11,000 14,000 17,500 40,000 40,000 6250 14,000	5000 6500 8000 25,000 25,000 2750 7000 5000	2500 3250 3750 17,500 16,000 1400 3250 2400 4500	1996 107 2994 113 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	7 3 3 4 4 5 5 0 0 0 0 0
ELVA Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (steel) 275GTB (steel) 275GTB (steel) 275GTB/4 (4-cam) 330GT 2+2 330GTC	58-61 62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	27,500 30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	21,000 1 130,000 9 165,000 1 255,000 1 48,500 3 750,000 9 148,500 1 255,000	Elva C 12,000 6 12,500 7 Facel V 12,500 7 12,500 1 130,000 1 14,000 5 18,000 1 18,000 1 18,000 1 18,000 7 18,000 1 18,000 7 18,000 6 18,000 7 18,000 7	owners' Clu 6750 1 6750 1 67500 1 ega Car Cl 655,000 6 440,000 6 6,500 1 ega Car Clu 250 9 75,000 1 wheres' Clu 8m 1 400,000 1 550,000 2 .6m 4	ub (0190) 1498 10 1798 11 1498 16 1498 17 1498 17 1498 17 1498 17 15 16286 13 1647 11 15 1647 11 1647 11 17 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11 18 1998 11	8 823710) 00 0 18 818608) 25 30 32 4 5 256799) 0 2 544500)	600 Multipla (MPV) 500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	55-60 57-75 59-66 61-68 65-73 65-73 66-73 66-75 66-74 75-81 72-75 82-85	30,000 11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	21,000 7750 29,000 23,000 5500 9500 1750 6500 15,000	12,500 3600 16,000 16,500 2600 4500 850 3000 9750	6750 1750 10,000 10,000 1250 2400 400 1100	767 5 499 6 1568 1 2280 1 903 9 903 9 1438 1	9 :1 :05 :20 :6	Capri 3000GT Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	70-74 70-74 71-74 73-74 74-82 74-82 81-87	20,000 25,000 50,000 52,500 9750 21,000 15,750	14,000 17,500 40,000 40,000 6250 14,000	6500 8000 25,000 25,000 2750 7000 5000	3250 3750 17,500 16,000 1400 3250 2400 4500	2994 113 2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	3 3 4 4 5 5 0 0 5 6 0 V
Courier sports/cpé MkIII/MkIV T-type FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (alloy) 275GTB 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	22,000 1 130,000 9 165,000 1 255,000 1 48,500 3 750,000 9 7750,000	Facel V (25,000 f) (22,500 f) (22	6750 170000 17000	1498 10 1498 11 1498 11 1498 11 1498 11 1598 12 16286 13 1647 11 1599 11 1599 11 1599 12 1699 11 1799 11 1799 11 1799 11 1799 11 1799 11	00 0 1 818608) 25 30 32 4 4 5 256799) 0 2 5	500/D/F/L/R 1500S/1600S Osca sp 2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	57-75 59-66 61-68 65-73 65-73 66-73 66-75 66-74 75-81 72-75 82-85	11,500 42,000 34,000 8000 15,000 2650 9250 22,500 16,500 56,000	7750 29,000 23,000 5500 9500 1750 6500 15,000 11,500	3600 16,000 16,500 2600 4500 850 3000 9750	1750 10,000 10,000 1250 2400 400 1100	499 6 1568 1 2280 1 903 9 903 9 1438 1	05 20 6	Capri 3000E/GXL Capri RS2600 Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	70-74 71-74 73-74 74-82 74-82 81-87	25,000 50,000 52,500 9750 21,000 15,750	17,500 40,000 40,000 6250 14,000 10,000	8000 25,000 25,000 2750 7000 5000	3750 17,500 16,000 1400 3250 2400 4500	2994 113 2637 124 3091 125 1993 110 2994 116 2792 129 2792 129	3 4 5 0 6 9 V
FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider swb 250GT SWB (alloy) 250GT SWB (alloy) 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (alloy) 275GTS 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	62-69 54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	30,000 200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	22,000 1 130,000 9 165,000 1 255,000 1 48,500 3 750,000 9 7750,000	Facel V. 95,000 6 120,000 7 85,000 1 85,000 1 85,000 1 85,000 2 22,50 3 Ferrari O 3,5m 3 550,000 4 750,000 6 2,2,5m 1 1,2m 9 2,8m 2	ega Car Cl 55,000 5 75,000 6 40,000 6 6,500 1 rts Car Clu 250 9 750 1 wners' Clu 8m 1 400,000 1 550,000 2	1798 11 Jub (0162 5801 12 6286 13 6286 13 1647 11 Jub (01895 948 8 1998 11 Jub (01485 1995 12 1995 11 12562 12	0 1818608) 25 330 332 4 4 50 25 544500) 25 544500) 25 5	2300S 850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	61-68 65-73 65-73 66-73 66-75 66-74 75-81 72-75 82-85	34,000 8000 15,000 2650 9250 22,500 16,500 56,000	23,000 5500 9500 1750 6500 15,000 11,500	16,500 2600 4500 850 3000 9750	10,000 1250 2400 400 1100	2280 1 903 9 903 9 1438 1	20 16 16	Capri RS3100 Capri II/III 1.6/2.0 Capri II/III 3.0	73-74 74-82 74-82 81-87	50,000 52,500 9750 21,000 15,750	40,000 40,000 6250 14,000 10,000	25,000 2750 7000 5000	16,000 1400 3250 2400 4500	3091 125 1993 110 2994 116 2792 129 2792 129	5 0 5 ▼
FACEL VEGA FV 4.5/4.8/5.4/5.8 HK500 Facel II Facelia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	54-59 59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	200,000 225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	130,000 9 165,000 1 255,000 1 48,500 3 750,000 9 22,75m 2 1,45m 1 3,5m 2 600,000 4 4m 3	Facel V (20,000 6) (20,000 1) (85	ega Car Cl 75,000 6 40,000 6 6,500 1 rts Car Clu 250 9 750 1 wners' Clu 8m 1 400,000 1 550,000 2	ub (0162' 5801 12 6286 13 6286 13 1647 11 1b (01895 948 8 1998 11 1b (01485 1995 12 1995 11	1 818608) 25 30 32 4 4 5 256799) 0 2 544500)	850 Coupé 850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	65-73 65-73 66-73 66-75 66-74 75-81 72-75 82-85	8000 15,000 2650 9250 22,500 16,500 56,000	5500 9500 1750 6500 15,000 11,500	2600 4500 850 3000 9750	1250 2400 400 1100	903 9 903 9 1438 1	6	Capri II/III 1.6/2.0 Capri II/III 3.0	74-82 74-82 81-87	9750 21,000 15,750	6250 14,000 10,000	2750 7000 5000	1400 3250 2400 4500	1993 110 2994 116 2792 129 2792 129) 5 9 V
FV 4.5/4.8/5.4/5.8 HK500 Facel II Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250 Cal' Spider lwb 250 Cal' Spider lwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	Fair 3750 1 3250 1 1 2 2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3 3 5 5 5 5 5 5 6 6 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 7 5	25,000 6 20,000 7 85,000 1 80,000 1 thorpe Spo 2250 1 850 7 Ferrari O 3.5m 3 5550,000 4 750,000 6 2.25m 1 1.2m 9 2.8m 2	75,000 E 75,	5801 12 6286 13 6286 13 1647 11 11 11 11 11 11 11 11 11 11 11 11 11	25 30 32 4 4 5 256799) 0 2 544500)	850 Spider 124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	65-73 66-73 66-75 66-74 75-81 72-75 82-85	15,000 2650 9250 22,500 16,500 56,000	9500 1750 6500 15,000 11,500	4500 850 3000 9750	2400 400 1100	903 9 1438 1	6	Capri II/III 3.0	74-82 81-87	21,000 15,750	14,000 10,000	7000 5000	3250 2400 4500	2994 116 2792 129 2792 129	5 9 ▼
FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider lwb 250 Cal' Spider swb 250GT SWB (slloy) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	59-61 62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	225,000 330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	Fair 3750 1 3250 1 1 2 2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3 3 5 5 5 5 5 5 6 6 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 7 5	20,000 7,885,000 1,80,000 1,80,000 1,80,000 7,80,000 1,850 7,8550,000 4,750,000 6,225m 1,1,2m 5,2,28m 2,28m	75,000 6 40,000 6 6,500 1 rts Car Clu 250 9 750 1 wners' Clu wners' Clu 400,000 1 550,000 2	6286 13 6286 13 1647 11 ub (01895 948 8 1998 11 ub (01485 1995 12 1995 12	30 32 4 4 5 256799) 0 2 5 44500)	124/Special 1.2/1.4 124 Coupé 124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	66-75 66-74 75-81 72-75 82-85	9250 22,500 16,500 56,000	6500 15,000 11,500	3000 9750	1100		00		81-87	15,750	10,000	5000	2400 4500	2792 129 2792 129	9 🔻
Facel II Facellia/Facel III Facellia/Facel III Facellia/Facel III Falentrope Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	62-64 60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	330,000 70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	255,000 1 48,500 5 Fair 3750 3250 1 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5	85,000 1 thorpe Spo 2250 1 850 7 Ferrari O 8,5m 5 5550,000 6 750,000 6 2,25m 1 1,2m 9 2,8m 2	40,000 6 6,500 1 rts Car Clu 250 9 750 1 wwners' Clu 8m 1 400,000 1 550,000 2	6286 13 1647 11 11 (01895 948 8 11998 11 11 (01485 11995 12 11995 12	32 4 5 256799) 0 2 544500)	124 Spider 1.4/1.6 124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	66-74 75-81 72-75 82-85	22,500 16,500 56,000	15,000 11,500	9750		1756 1			07.00	24000	17500	8500			
Facellia/Facel III FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	60-64 57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	70,000 5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 600,000	Fairn 33750 2 33250 1 2 2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3 3 5 1 2 2 4 5 1 2 2 5 1 2 2 5 1 2 2 5 1 2 2 5 1 2 2 5 1 2 2 5 1 2 2 2 5 1 2 2 2 5 1 2 2 2 5 1 2 2 2 2	thorpe Spo 2250 1 850 7 Ferrari O 8.5m 3 550,000 4 750,000 6 2.25m 1	rts Car Clu rts Car Clu 2250 9 750 1 wwners' Clu wwners' Clu 8m 1 400,000 1 5550,000 2	ub (01895 948 8 1998 11 ub (01485 1995 12 1995 12	5 256799) O 2 544500)	124 Spider 1.8/2.0 124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	75-81 72-75 82-85	16,500 56,000	11,500				15	Capri 280 Brooklands		24,000				2994 113	
FAIRTHORPE Electron Minor TX-GT/S/SS coupé FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	57-73 67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	5000 4500 4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	Fair 3750 2 33250 1 1 2 2 7 5 m 2 2 7 5 m 2 2 6 6 0 0 0 0 4 4 m 3 3 7 5 0 7 5 1 7 5	Ferrari O 550,000 6 7750,000 6 2.25m 1 1.2m 5	rts Car Clu 250 9 750 1 wwners' Clu wwners' Clu 350,000 2 .6m 4	ub (01895) 948 8 11998 11 11 11 11 11 11 11 11 11 11 11 11 11	5 256799) 0 2 544500)	124 Spider Abarth Pininfarina Spider Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4	72-75 82-85	56,000		6000	3750 2500	1608 1 1756 1	08 🔻	Consul/Granada 3.0 Granada 3.0 Coupé		11,000	7000 9000			2994 111	
FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (alloy) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GTC	67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	3750 2 3250 1 44m 3 750,000 5 2.75m 2 1.45m 1 3.5m 2 600,000 4 44m 3	Ferrari O 3.5m 3 550,000 4 750,000 6 2.25m 1	250 9 750 1 wners' Clu 8m 1 400,000 1 550,000 2	948 8 1998 11 ub (01485 1995 12 1995 11 2562 12	0 2 544500)	Dino Spider 2.0/2.4 Dino Coupé 2.0/2.4		47000	40,000	30,000	17,500		18	Granada MkII	77-85					2792 117	
FERRARI 166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	67-73 48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 58-62 58-62 60-63	4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	3250 1 4m 3 750,000 5 2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3	Ferrari O 3.5m 5 550,000 4 750,000 6 2.25m 1 1.2m 5 2.8m 2	wners' Clu wners' Clu 8m 1 400,000 1 550,000 2	1998 11 ub (01485 1995 12 1995 11 2562 12	2 544500) 25	Dino Coupé 2.0/2.4	67-73	17,000	12,000	6750	2750		04 🔻	Fiesta XR2 MkI	81-83	12,500	8500			1599 106	
FERRARI 1666 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (alloy) 275GTB 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	48-50 48-51 51-52 51 53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	4.75m 1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	4m 5750,0000	Ferrari O 3.5m 3 550,000 4 750,000 6 2.25m 1 1.2m 9	wners' Clu 3m 1 400,000 1 550,000 2	ub (01485 1995 12 1995 11 2562 12	544500) 25		C7.72		95,000	62,500		_	30	Fiesta XR2 MkII	84-89	9750	6500			1597 109	
166MM Barchetta 166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	48-51 51-52 51 53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	750,000 S 2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3	3.5m 3 550,000 4 750,000 6 2.25m 1 1.2m 9	3m 1 400,000 1 550,000 2 .6m 4	1995 12 1995 11 2562 12	25		67-73 69-76	50,000 6250	33,500 4500	22,000 2250	15,000 1100	1987 1 3235 1	22	Fiesta RS Turbo RS200	90-92 85-86	14,000	11,000			1596 129 1803 140	
166 Inter 212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250 Cal' Spider Swb 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	48-51 51-52 51 53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	1m 1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	750,000 S 2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3	550,000 4 750,000 6 2.25m 1 1.2m 9 2.8m 2	400,000 1 550,000 2 .6m 4	1995 11 2562 12		130 Coupé	72-76	17,000	12,500	7000	3500	3235 1		Sierra XR4i	83-85	8000	5000			2792 125	
212 Inter 340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	51-52 51 53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	1.25m 3.2m 1.6m 4m 725,000 5m 5m 600,000	2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3	750,000 6 2.25m 1 1.2m 9 2.8m 2	.6m 2	2562 12		127 Sport 1300	81-83	6250	4000	2000	1000		02 🛕	Sierra RS Cosworth	85-87	35,000	25,000			1993 145	
340 America 250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider Iwb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	51 53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	3.2m 1.6m 4m 725,000 5m 5m 600,000	2.75m 2 1.45m 1 3.5m 2 600,000 4 4m 3	2.25m 1 1.2m 9 2.8m 2	.6m 4		_	128 3P coupé X1/9	75-78 77-89	6500 6750	4500 4750	2000	1000		02	Sierra RS500	87	51,000				1993 149	_
250 Europa SI/SII 410 Superamerica 250GT Boano/Ellena 250GT Boano/Ellena 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	53-55 56-59 56-59 57-59 57-59 58-62 58-62 60-63	1.6m 4m 725,000 5m 5m 600,000	1.45m 1 3.5m 2 600,000 4 4m 3	1.2m 9 2.8m 2				Panda 4x4	84-92	6250	4250	1900	1000		3	Sapphire RS Cos. Escort RS Cosworth	88-92 92-96	19,750 37,500				1993 154 1993 144	
250GT Boano/Ellena 250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider lwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2	56-59 57-59 57-59 58-62 58-62 60-63	725,000 5m 5m 600,000	600,000 ⁴ 4m 3			2963 12	26	Coupé/Turbo	94-00	4650	3000	1250	500		49	Focus RS MkI	02-03	15,000	12,500			1988 144	
250GT Cabrio S1 250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	57-59 57-59 58-62 58-62 60-63	5m 5m 600,000	4m 3	AFC CC		4962 16		Barchetta	95-02	6500	4200	2200	1000	1747 1	18	in the second							
250GT Berlinetta TdF 250GT PF coupé 250 Cal' Spider Iwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	57-59 58-62 58-62 60-63	5m 600,000				2953 15 2953 15		FORD AVO)C_(01525	542251); RS	OC (0110-0	284 1502\-C	anri Club I	ntl/01206	8608607	FRAZER NASH	40.50	725.000				ion (01285 7	
250GT PF coupé 250 Cal' Spider lwb 250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	58-62 58-62 60-63	600,000	4.25m			2953 12		TOKD AVU (542251); KS porting Esco						Le Mans Replica	48-52	125,000	540,000	360,000	295,000	1971 115	
250 Cal' Spider swb 250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTC 250GT 250LM 250GT Lusso 400 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	60-63	8.25m	450,000	350,000 2	230,000 2	2953 14	15	Prefect	40-53	7000	5000	2500		1172		GILBERN				Gilberr	n Owners' (Club (01926	512136)
250GT SWB (steel) 250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC		40				2953 15		Pilot V8	47-51	20,000	13,000	7000	3500	3622 8		GT MkI 950-1800	59-67	17,500				1588 111	
250GT SWB (alloy) 250GT Cabrio Se2 250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	00 05	13m 6.75m				2953 1 ² 2953 1 ⁵		Anglia/Popular 103E Anglia 100E/Popular		7000 5250	4900 3500	2400 1600	1250 800	1172 6 1172 7	i1 ▼ 1 ▼	Genie	66-70	13,000	8500 9250			2994 120 2994 116	
250GTE 2+2 250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	59-62	9m				2953 15		Prefect 107E	59-61	6000	4500	2250	1250	_	3	Invader I/II Invader III	69-72 72-74	15,000				2994 116	_
250GTO 250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	60-62	1.3m	1.1m 9	900,000 7	750,000 2	2953 16	50	Anglia 105E	59-68	7250	5250	2600	1600	997 7	4			.0,000	10,000				
250LM 250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	60-63		320,000					Anglia 123E	62-68	9000	6600	3100	2000	1197 8	_	GINETTA		Ginetta Owr					
250GT Lusso 400 Superamerica cpé 500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	62-64	45m 15m				2953 15 2953 15		Consul Mkl Zephyr Six Mkl	50-56 50-56	8000	5500 8000	2750 3750	1350 1850	1508 7 2262 8		G4 1.0/1.5 G15 875/998	61-68 68-74					1498 115 998 108	_
500 Superfast 275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	62-64				950,000 2			Zephyr Zodiac	53-56	16,000	10,000	5000	2500	_	4 🔻	G21 1800/1800S	71-78	10,500				1725 120	
275GTB (steel) 275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	é 60-64	2.5m				3967 16		Consul MkI con	52-56	16,500	12,500	6750	4000	1508 7	3	G33	91-93	15,000	11,000			3946 137	
275GTB (alloy) 275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	64-67	2.1m				4962 17		Zephyr Mkl con	52-56	23,500	18,750	12,000	6750	2262 8							2 / 2	. /2.2. /5	
275GTS 275GTB/4 (4-cam) 330GT 2+2 330GTC	64-66	1.6m 2.5m			925,000 3 .75m	3286 15		Consul MkII Zephyr MkII	56-62 56-62	8750 14,000	5750 9750	2500 4500	1250 2000	1703 7 2553 8		GORDON-KEEBLE GK1/IT	64-67	100,000		on-Keeble (50,000		lub (0121 459	<u> </u>
330GT 2+2 330GTC	64-66				900,000			Zodiac MkII	56-62	17,500	12,500	6000	2750	2553 8		GRIJII	04-07	100,000	73,000	30,000	30,000	3333 133	
330GTC	66-68					3286 16		Consul MkII con	56-62	12,750	8750	4750	2500	1703 7	8	HEALEY			Assoc	iation of He	ealey Owne	ers (01425 4	480243)
	64-67		170,000 1		90,000			Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553 8		Elliott saloon	46-50	37,500				2443 110	
	66-68		395,000 3 1.55m 1			3967 15		Zodiac MkII con Zephyr MkIII	56-62 62-66	24,000 10,500	17,500 7500	10,500 3250	6250 1400	2553 8 2553 9		Silverstone sports Abbott con	49-50 50-54	150,000 42,500	125,000 35,000	100,000		2443 107 2443 100	
Dino 206GT	68-69		350,000					Zodiac MkIII	62-66	14,000	9250	3850	1800	_	00	Tickford saloon	50-54		,		7	2443 102	
Dino 246GT	69-73		225,000 1					Zephyr 4/6 MkIV	66-72	8500	5750	2500	1100	2994 1		5 <u></u>							
Dino 246GTS 365GT 2+2	72-74 67-71		250,000 1 155,000 1					Zodiac MkIV/Exec	66-72	9500	6750	3250	1400	2994 1		HEINKEL/TROJAN	56.65	20.000	14000		<u> </u>	Club (01527 5	<u> </u>
365GTC	68-70		450,000					Consul Classic Consul Capri	61-63	9500 15,000	6750	3000 5500	1250 2500	1498 7 1340 8		Cabin Cruiser/200	56-65	20,000	14,000	9/50	6250	198 60	
365GTB/4 Daytona	68-74		500,000					Consul Capri GT	63-64	21,000	14,000	8000	3500	1340		HILLMAN		Ov	vners' Club	(01522 823	778); Imp C	Club (01789 <i>-</i>	414789)
365GTS/4 Spider	72-73	1.9m				4390 17		Corsair/V4	64-70	6200	4500	2250	1100	1663 9	_	Minx Ph. I-II	39-48	6750	5250			1185 65	
365GTC/4 2+2 365GT4 2+2	70-72 72-76		175,000 1 47,500 2			4390 15 4390 15		Corsair GT Corsair 2000E V4	64-67 67-70	8000 8500	6000 6250	2750 3250	1400 1600		00	Minx Ph. I-II con	39-48		9000			1185 65	
365GT4 BB	75-76		270,000					GT40	64-68	4m	2.75m	2m	1.75m	4736 1	_	Minx Ph. III-VIIIA Minx Ph. III-VIIIA con	48-56 48-56	5000	3200 7000			1390 73 1390 73	
512BB	76-81	225,000	195,000 1		15,000 4	4942 16	53	Mustang coupé	64-68	29,500	20,000	12,000	6000	4727 1		Californian	53-56	8250	5500			1390 74	
512BBi	81-85			45,000 1		4942 16		Mustang fastback	65-68	34,000	25,000	15,500	8000	4727 1		Minx SI-IIIC	56-63	5250	3500			1592 80	
	73-80 75-77		37,500 1 100,000 7		8,000 2 50,000 2	2926 15 2926 15		Mustang con Mustang GT350	64-68 65-66	35,000 265,000	26,000	16,000	90,000	4727 1 4727 1		Minx SI-IIIC con Minx SV-VI	56-62 63-67	9500 4000	6750 2500			1494 80 1725 81	
308GTB/GTS	77-80				30,000			Mustang GT500	67-70		_	85,000		6800 1		Husky II/III estate	58-66	4500	3000			1390 74	
308GTBi/GTSi	80-82	56,000				2926 15		Cortina MkI	62-66	9500	6500	3000	1250	1498 8	2 🛕	Super Minx SI-IV	61-66	4750	3000			1725 86	
- 11	82-85	61,750				2926 15		Cortina Mkl GT	63-66	16,000	11,000	5500	3000	1498 9	_	Super Minx con	62-64	7500				1592 84	
328GTB/GTS 400/400i/412i manual	85-88 al 76-89				-,	3195 16 4823 15		Cortina MkII Cortina MkII GT	66-70 66-70	8000	5000 8500	2250 4000	1100 1750		7 ▲ 8 ▲	Imp Imp Californian	63-76 67-70	5000 6250	3500 4500			875 81 875 81	
	76-89					4942 15		Cortina 1600E	67-70	11,250	8250	4000	1750	1599		Hunter GT	70-75	6000	4000			1725 96	
Mondial	81-94					2926 14		Cortina MkIII	70-76	9500	6250	2500	1200		04 🛕	Husky (Imp)	66-70	5500	4000	1800	900	875 80)
Mondial cabrio	84-94					2926 14		Cortina 2000E	73-76	10,500	7000	3250	1600	_	05	Hunter GLS	72-76	7500	5250			1725 110	
348/Spider F355/GTS	89-94 94-99	50,000 70,000	·		1	3405 17 3496 18		Cortina 2.3 Ghia Escort Mkl 1.1/1.3	76-79 68-75	7750 10,000	5250 7000	2200 3500	1000	2293 1 1298 8	10 🛕	Avenger GT/GLS Avenger Tiger	71-81 72-73	4500 16,500	3000			1598 98 1599 100	
F355 Spider	95-99	74,000	· .			3496 18		Escort Twin Cam	68-71	55,000	42,500	30,000	22,500	1558 1		Archigor High	1273	10,500	11,000	3000	3000	100	
360 Modena	99-05		,	.,		3586 18	_	Escort GT/Sport	68-73	18,000	13,000	7000	4000	1298		HONDA				<u> </u>		lub (0121 44	<u> </u>
Testarossa F12 TD	84-90							Escort 1300E	73-75	11,000	7500	4000	2500	1298 9		S800 coupé	66-70					791 96	_
512 TR F512 M	91-94	120,000	95,000 (155.000 1		,	_		Escort Mexico Escort RS1600	70-75 70-75		24,000 47,500	16,000 32,500		1599 9 1601 1		S800 sports CRX 1.6i/V-TEC	66-70 86-91					791 961595 125	
456GT			36,500					Escort RS2000				20,000		1993 1		NSX 3.0	90-02		32,000			2977 158	
456MGT	92-98		42,000					Escort MkII Ghia	75-80	8000	5750	2650	1500	1599		Beat	91-95	3200	2200	1500	900	656 84	
288GTO	98-03					2855 19			75-80 76-70		12,000	6250		1599 1		Integra Type R DC2						1787 143	
F40 F50	98-03 84-87		875,000 7 1.55m 1			2936 20 4698 20		Escort MkII Mexico Escort MkII RS1800			17,500 50,000		5500 26,500	1593 1 1835 1		S2000 (AP1)	99-03	//50	6000	4000	2500	1997 147	
550 Maranello	98-03		75,000			_		Escort MkII RS2000					5000	1993 1		HRG							
550 Barchetta	98-03 84-87 88-92 95-97 96-02		110,000	75,000 6	50,000	5474 18	36	Escort XR3/XR3i	81-86	7000	5000	2400	1000	4507 4							20,000	1496 01	
	98-03 84-87 88-92 95-97 96-02	125,000						L3COTT ATO ATO	0100	7000	3000	2-TOU	1000	159/ 1	16	1100/1500	38-56	60,000	45,000	30,000	20,000	וס טכדו	

		\ \s		Private sa	lle		J Jge			\ \s		Private sa	le	7	Jge			\s\ \s		Private sal	e		J nge
NE DENOTES NEW ENTRY TO PRICE	a.	Concours/ Dealer	Ħ	Роод	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	ä	Concours/ Dealer	ıt	poog	Rough	pads a	Price change	NE DENOTES NEW ENTRY TO PRICE	a.	Concours/ Dealer	ij	Роод	Rough		Top speed Price change
HUMBER	Year	<u>ت</u> ک	Post-	Vintage Hur		Slub (016		XJR-S	88-93	17,500	13,000	7000	3250	දු වූ 5993 158	<u>F</u>	Rally 037 Stradale	82-83	275,000	225,000		2 140,000		128
Hawk MkI-VI	49-57	7000	5500	2500	1200	2267		XJS 4.0	91-96	11,000	7000	3500	1600	3980 138		Delta S4 Stradale	85-87	275,000		150,000	n/a	1759 1	
Hawk SI-IV Snipe	57-68 45-48	6750 9500	4250 7500	2000 3000	1000	2267 2731		XJS 4.0 conv XJ220	92-96 89-92	18,500 300,000	11,000 260,000	6250	3750 160,000	3980 138 3498 212		Delta HF Turbo HF Integrale	84-90 87-91	8000 22,500	5750 16,000	2750 7500	1500 3500	1585 1 1995 1	
Snipe/P'man Mkl-IV Super Snipe dhc	45-56 49-52	9750 12,000	7000 10,000	3250 7000	1500 4000	4139 4086		XK8 4.0 fhc XK8 4.0 con	96-02 96-02	7500 11,000	5250 7500	2750 4250	1400 2400	3996 155 3996 155		Integrale Evo 1 Integrale Evo 2	91-93 93-95	35,000 40,000	26,000 30,000	15,000 17,500	8750 10,000	1995 1 1995 1	135 136
Super Snipe SI-VA	58-67	9000	6250	2400	1200	2651		XJR (X308) sal	97-03	7000	3500	2000	1200	3996 155		Thema 8.32	88-90	15,000	10,000	5000		2927 1	
Imperial Sceptre MkI-II	64-67 63-67	9250 5500	6250 3750	2500 1850	1300 950	2965 1725		XKR 4.0 fhc/con	98-02	14,000	9500	5000	3000	3996 157		LAND ROVER	Sai	ries I Club (0	1363 8366	s): SII Club	PO Boy 25	1 Rarnsley	v \$70 5VN
Sceptre MkIII	67-76	3750	2500	1100	500	1725		JENSEN	J	ensen Owne	rs' Club (C)1625 52569	9); Jensen	Club (01296 614	072)	Series I 80in	48-53	40,000	27,500	14,000	5750	1595 6	50
ISO				lso F	Bizzarrini C	Club (020	8891 6663)	541/R/S C-V8	54-63 62-65	48,000 47,500	35,000 33,500	17,500 16,500	11,000	3993 123 6276 143		Series I SII/IIA 2.2/2.6 88in	53-58 58-71	27,000 19,500	19,000	8000 2800	3000	1997 6 2286 6	
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140	Interceptor MkI	67-69	52,500	37,500	17,500	8500	6276 140	- 72	SII/IIA 2.2/2.6 109in	58-71	21,000	9600	3000	1200	2625 7	75
Grifo Grifo 7-litre	63-74			150,000				Interceptor II-III FF	70-75 67-71	47,500 120,000	33,500 82,500	15,000	7500 40,000	6276 140 7212 141		SIII 2.2/2.6/3.5 SIII Stage 1 V8	71-85 79-83	11,500 13,850	7000	2400 3000	850 1400	2625 7 3528 8	
Lele	70-74	40,000	22,500	15,000	7500	5736	145	Interceptor SP	71-73	48,000	35,000	16,500	8000	7212 144		Forward Control 101	72-78	19,500	12,500	6000	3750	3528 6	50
JAGUAR	Car Clu	ıb (01773 74	1784); Driv	ers' Club (0	1582 41933	32); Enthu	ısiasts' Club	Interceptor con Jensen-Healey/GT	74-76 72-76	72,500 11,500	52,500 7500	30,000 3750	16,000	7212 140 1973 120	V	Defender Defender V8	84-90 85-90	8600 10,250	6000 7000	3050 3750		2495 7 3528 8	
CC100 21/ litura	26.20		<u> </u>	3186); XK/E-	<u> </u>	<u> </u>				- Club /012.45	250044)	l		Club (0120.4.200	700\	Defender Tdi	90-98	11,250	8000	4500		2495 8	
SS100 2½-litre SS100 3½-litre	36-39 38-39			225,000				JOWETT Javelin	47-54	10,000	256944); ₂	Jupiter Owr 3500	1750	Club (01394 385 1486 77	709)	Defender Td5 Range Rover 2dr	98-07 70-72	14,500 50,000	11,000 35,000	5500 22,500		2495 8 3528 9	
1½-litre	45-49	32,000	21,000	12,000	6750	1776		Jupiter	50-54	30,000	23,000	16,000	9000	1486 85		Range Rover	73-80	37,500	25000	14,000		3528 9	
2½-litre 3½-litre	46-51 46-51	35,000 46,000	25,000	14,000	7500	2663 3485		LAGONDA				**	Lagonda	Club (01252 845	5451)	Range Rover Range Rover 3.9SE	81-89 89-96	24,000 12,000	15,000 7500	6500 3500	1750 1500	3528 1 3947 1	
MkV 2½-litre con	49-51	63,000	45,000	27,500	12,000	2663		2.6/2.9	48-57	57,500	42,500	25,000	15,000	2922 100		Range Rover 4.2LSE	92-95	20,000	10,000	5000	2500	4192 1	.10
MkV 3½-litre con XK120 alloy rdstr	49-51 49-50	85,000 295,000	62,000	38,500	20,000			2.6/2.9 con Rapide	49-57 61-64	90,000	62,500	35,000 70,000	22,000 52,500	2922 100 3995 135		LEA-FRANCIS				Lea-Francis	Owners' (Club (0186	65 407515)
XK120 roadster	50-54	115,000	85,000		33,500			Saloon SI-III	76-87	67,500	46,000		18,000	5340 140		14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767 7	75
XK120 dhc XK120 fhc	50-54 51-54	105,000	77,500 65,000	50,000	30,000	_		Saloon SIV	87-90	75,000	55,000	35,000	22,500	5340 140	_	14hp/21/2-litre Sports	50-53	52,500	37,500	25,000	16,000	2496 1	00
C-type	51-54	4m	3.75m	3.5m	3.2m	3442	144	LAMBORGHINI					_	oorghiniclubuk.c	om)			594459); Hist					
XK140 roadster XK140 fhc	54-57 54-57	112,500 75,000	82,000 55,000	55,000 36,500	32,000	_		350GT/400GT Inter 400GT	64-67 67-68	530,000				3497 147		8599 Six	918); Lotu 53-56	us 7 Club (07 35,000	000 57258 26,500	32); Lotus Co 17,500		ster (0192 1172 - 9	<u> </u>
XK140 dhc	54-57	107,500	85,000	55,000	32,000	3442	125	Miura P400	66-69					3929 170		Elite	57-63	80,000	65,000		-,	1216 1	
D-type XK150 roadster	54-57 58-60	6.75m 120,000	5.6m 82,500	4.4m 45,000	4m 27,500	3442 3781	160	Miura 400S Miura SV	69-71 71-75	1.2m	1m 1.7m	650,000 1.5m	550,000 n/a	3929 172 3929 175	_	Seven SII Super Seven 1.3-1.6	60-68 61-69	30,000	20,000	13,000	8000	1098 9 1498 1	103
XK150 fhc	57-61	74,000	54,000		23,000		128	Islero	68-70	200,000			110,000			Seven SIII 1.3/1.6	68-70	27,500	18,500	12,000	8000		108
XK150 dhc XK150S 3.4 roadster	57-61 58-60	100,000	68,500 135,000		26,000 65,000			Jarama Espada I	70-78 68-70	120,000	85,000 107,500		40,000 35,000	3929 162 3929 154	-	Seven S4 Lotus Cortina MkI	69-73 63-64	15,000	11,000 48,500	6000 32,500		1599 1 1558 1	
XK150S 3.4 fhc	58-60	95,000	75,000	56,000	_	3442		Espada II/III	71-78	120,000		50,000	27,500	3929 154		Lotus Cortina Mkl	64-66	52,000	42,000		,	1558 1	
XK150S 3.4 dhc XK150S 3.8 roadster	58-60			72,000	55,000			P250 Urraco P300 Urraco	73-74 75-76	67,500	40,000 55,000	22,500 27,500	16,000	2463 148 2997 158		Cortina II Lotus Elan S1 dhc	67-70 62-64	30,000 36,000	22,000 29,000	14,000	9000	1558 1 1558 1	102
XK150S 3.8 fhc	59-60	110,000	88,500	62,500	46,500		132	Silhouette	76-77	80,000 85,000			22,000			Elan S2-S4 dhc	64-71	31,500	23,500		9000	1558 1	
XK150S 3.8 dhc	59-60		-,	105,000			130	Jalpa C'tach I D400 Parisson	82-86	75,000	/			3485 153		Elan S3/S4 cpé	66-71		21,000	12,000	7250	1558 1	
XK150SE 3.8 dhc MkVII-MkIX	58-61 51-61	125,000 37,500	25,000	13,000	50,000	3781 3442		C'tach LP400 Periscop Countach LP400	76-78	1.3m 425,000				3929 192 3929 192		Elan Sprint con Elan Sprint Coupé	71-73 71-73	45,000 38,500	35,000	22,000 18,500	15,000 12,500	1558 1 1558 1	
MkX/420G	61-70	20,000	14,000	6750	3000	4235		C'tach LP400S	78-82			190,000				Elan Plus 2	67-74	20,000	14,000	7500	5000	1558 1	
Mk1 2.4/Mk2 2.4 Mk1 3.4	55-67 57-59	26,000 42,500	18,000	8500 15,000	3650 9000	2483 3442		Countach 5000 Countach 25th Anni	82-90 89-90	,		160,000		5167 179 5167 179	_	Europa S2 Europa TC/Special	67-71 71-75	19,500 25,500	14,000 17,500	7500 9750	4500 6000	1470 1 1558 1	
Mk2 3.4	59-67	33,500	22,500	10,000	4500	3442		Diablo Diable VT	91-01	145,000				5707 202		Elite, Eclat	74-82	12,000	8000	3000		2174 1	
Mk2 3.8 S-type sal	59-67 63-68	38,500 24,000	26,000 16,000	12,500 8000	5500 3500	3781 3781		Diablo VT	93-01	159,000	130,000	95,000	75,000	5707 200		Esprit S1 Esprit S2	76-78 78-81	37,500 26,500	28,500 19,000	20,000	13,000	1973 1 1973 1	
240	67-68	22,000	15,000	7000	3000	2483		LANCHESTER	46.54			_		Club (07000 356		Esprit Turbo	80-87	26,000	18,000	10,500		2174 1	
340 420	67-68 66-68	26,500 16,750	17,500 12,500	8750 5750	3850 2500	3442 4235		Ten (LD10) Fourteen	46-51 51-54	6500 6750	5000	2400 3000	1200		A	Esprit S3 Excel	82-87 82-88	21,500 9000	15,500 6000	9250 2750		2174 1 2174 1	130
E-type 3.8 rdstr (ff)	61-62				_	_		LANGU							1.	Esprit X180	87-90	14,000	10,500	7250		2174 1	
E-type 3.8 cpé (ff) E-type 3.8 roadster	61-62	160,000		75,000	55,000			LANCIA Aprilia saloon	37-49	26,500	20,000		6250	ciamotorclub.co	o.uk)	Esprit Turbo/SE Esprit S4 Turbo	87-92 93-96	24,000 25,000	17,500 18,000	10,000		2174 1 2174 1	
E-type 3.8 coupé	61-64	140,000		57,500	37,500		145 🔻	Appia saloon	53-63	12,000	8000	4650	2650	1089 80		Esprit GT3	96-99	26,500	21,000	16,000	12,500		163
E-type 4.2 S1 rdstr E-type 4.2 S1 coupé	64-67	160,000	125,000 95,000	85,000 60,000	57,500	4235		Aurelia B10/21/22 Aurelia B20GT	50-55 53-58	30,000 155,000	25,000 115,000		6500	123456789 2451 113	9—	Esprit V8 Carlton/Omega	96-04	30,000 45,000	25,000	19,000 17,500		3506 1 3615 1	
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136	Aurelia B24 Spider	55-56	1.15m		675,000				Elan SE turbo	89-92	8000	6000	4000	2000	1588 1	137
E-type S1½/S2 rdstr E-type S1½/S2 fhc	67-70 67-70	107,500 78,500	75,000 55,000	45,000 32,500	28,500			Aurelia B24 conv Flaminia saloon	57-58 57-70	295,000 9000	7000	200,000 3750	150,000 1750	2451 108 2458 100	_	Elan S2 Elise S1	94-95 95-00	9000	7000	5000 9000	3000 6500	1588 1 1796 1	
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136	Flaminia coupé	59-67	50,000	35,000	22,000	15,000	2775 112		Elise S2	00-05	14,000	12,000	10,500	9000	1796 1	125
E-type V12 roadster E-type V12 fhc 2+2	71-75 71-74	95,000 52,500	65,000 34,000	35,000 18,000	22,500 9500	5343 5343		Flaminia GT/GTL/3C		92,500 117,500	68,500 92,500	49,000 69,000	30,000 45,000			Elise 111/S 340R	99-05	16,500 32,000	14,000	12,000			132
XJ6 2.8 Series 1	68-73	7250	5000	2200	900	2791		Flaminia Sport Zag	59-67	300,000				2775 130		Exige S1	00-02		18,000	15,000		_	136
XJ6 4.2 Series 1 XJ12 Series 1	68-73 72-73	12,000 15,000	7500 10,000	3000 4500	1100	4235 5343		Flavia saloon Flavia coupé 1.5/1.8	61-70 62-68	6500 20,000	4500 14,500	2250 7250	1000 3500	1488 105 1800 112	_	MARCOS	Marc	cos Owners'	Club (0138	84 561524)· (lub Marco	s Int (0122	25 707815)
XJ6 Series 2	73-79	9000	6000	2500	800	3442		Flavia Sport Zagato		52,500	37,500	29,000	17,500	1800 120		GT1800	64-66	20,000	16,000	12,500		1780 1	
XJ6 Series 3 XJ12 Series 2-3	79-86 75-93	7000 10,500	4500 7000	1800 3200	725 1200	4235 5343		Flavia 2000 saloon Flavia 2000 coupé	70-74 69-73	6750 15,000	4250 10,500	2000 5250	850 2500	1991 110 1991 115	_	1500/1600 3-litre	66-68 69-72	18,500 22,500	14,000 17,500			1598 1 2978 1	
XJ6 Coupé	75-93 75-78	24,000	14,000	7000	4500	4235		Fulvia Berlina	63-73	6750	4000	1750	800	1216 100		Mini-Marcos	65-74	8250	6000	3250	1600		100
XJ12 Coupé XJR 36/40 sal	75-78 88-94	26,000 10,000	16,000 6500	9000	5000 1500	5343 3980		Fulvia coupé Fulvia Sport Zagato	65-76 68-72	14,000 31,000	11,000 22,000	5000	2400 7500	1298 96 1298 109		Coupé/Mantula Mantara	81-87 93-97	15,000 16,000	10,000	6000 10,500		2792 1 3946 1	
XJR 3.6/4.0 sal XJ12 (XJ81) sal	93-94	6000	4000	2200	1000	5994		Fulvia Sport Zagato Fulvia HF SI/SII	68-72	50,000	35,000		11,500	1584 115	_	Mantara	33-3/	10,000	13,000	10,500	8000	J340 I	00
XJR X300 sal	94-97	5000	3650	1800	800	3980	155	Stratos	72-74	360,000	300,000	250,000	200,000	2418 130		MASERATI	E 4 E 7	2.5~-	200		Maserati (
XJ-S manual XJ-S V12 auto	75-80 75-91	27,500 11,000	20,000 7000	10,000	6000 900	5343 5343		Beta sal Beta Coupé 1.6/2.0	72-81 73-84	4250 6500	2750 4250	1350	600 800	1995 118 1995 114		A6G/2000 Zagato cpé A6G/2000 coupé	54-57 54-57	3.5m 500,000	3m 450,000	2.5m 400,000	2m 350,000	1986 1 1986 1	
XJ-S 3.6	83-89	8000	5250	2200	800	3590	141 🔺	Beta Coupé Volume	83-84	7500	5000	2500	1200	1995 126		3500GT coupé	58-64	235,000	180,000	130,000	100,000	3485 1	142
XJ-SC 3.6 cabrio XJ-SC V12 cabrio	83-87 85-88	12,000 14,000	9000	3750 4250	1750 2000	3590 5343		Beta Spider 1.6/2.0 Beta HPE	75-82 75-85	9000 8250	6250 5500	3000 3000	1000	1995 114 1995 116	_	3500GT Spider Sebring 3.5/3.7/4.0	58-64 62-66			90,000			
XJ-S V12 con	88-91	15,500	11,000	5000	2400	5343	150	Montecarlo	75-84	20,000	14,000	7000	2500	1995 120		Mistral coupé	63-70	160,000	120,000	80,000	55,000	3692 1	147
XJS V12 XJS V12 con	91-96 91-96	9000	6000 10,500	3200 5000	1600 2500	5994 5994		Gamma Gamma Coupé	76-84 76-84	5000 9000	3250 6000	1500 3000	650 1250	2484 121 2484 121	_	Mistral Spyder Quattroporte 4.1/4.7	64-70 63-71	_		400,000			
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				Private sa	ale		<i>l</i>					Private sa	ale		J. J					Private sa	le	J. See
NE DENOTES NEW ENTRY TO PRICE	76	Concours/ Dealer	nt	роод	Rough		lop speed Price change	NE DENOTES NEW ENTRY TO PRICE	7.	Concours/ Dealer	π	роод	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	76	Concours/ Dealer	π	роод	Rough	cc Top speed Price change
Quattroporte III	79-90	19,000	12,000	<u>ප</u> 6500	3500	상 F 4930 12		450SEL 6.9 sal	76-80	් <u>ජී</u>	27,500	<u>පි</u> 15,000	8500	ි 6834		Minor MM L-L Tour	er 48-51	<u>ප නූ</u> 12,500	9000	용 4650	3000	918 64
Mexico	65-72	75,000	55,000	36,000	26,000	4719 15		280SL-SL320 (R129)	89-01	11,500	7000	3600	2000	2960		Oxford MO Six	48-54	5500	4000	1850	900	1476 72
Indy Ghibli 4.7	66-74 67-70	65,000 200,000	49,000 145,000	34,000 82,500	24,000 60,000	4719 15 4719 15	56 ▼ 55	500SL/SL500 (R129) 600SL/SL600 (R129)	89-01 92-01	13,000	8000	4000 6500	2500 3500	4973 5987		Minor MM/SII	49-54 50-56	6750 6200	5000 4250	2400 2100	1000 700	2215 86 803 63
Ghibli Spyder Ghibli 4.9 SS	69-71 70-73			400,000		4719 15 4930 17		380/420/500SEC 560SEC	81-91 86-91	16,500 20,000	12,500 15,000	5500 8000	2000 2500	4973 5547		Minor MM/SII conv. Minor SII Traveller	50-56	9500 9000	7000 6500	3500 3000	1750 1250	803 63 803 63
Ghibli SS Spyder	71-72					0 4930 17		300SE-500SE sal	80-91	7000	1500	1950	800	4973		Minor 1000	56-70	7000	4850	2400	725	1098 77
Bora 4.7/4.9 Merak	71-79 72-75	145,000 46,000	120,000	90,000	65,000 10,000		_	500/560SEL sal 190E sal	80-91 82-92	9000 4500	6000	2500 1000	1100		156 119	Minor 1000 conv. Minor 1000 Travelle	56-69	12,000	8000	4000 3500	2000	1098 77 1098 76
Merak SS	76-83	60,500	42,500	22,000	14,000	2965 1		190E 2.3/2.5-16	83-92	24,000	16,500	9500	5000	_	143	Cowley 1200/1500	54-57	3950	2650	1300	700	1489 74
Khamsin Kyalami 4.1/4.9	74-82 76-83	135,000 56,500	95,000 46,500	65,000 28,500	45,000 15,000	4930 15 4930 15		W124 Coupé E220, E320 Cabrio	87-95 91-97	5750 15,000	3750 10,000	1400 4500	400 2500	2962 3199		Oxford II-III	55-58 54-60	6750 5250	4850 3750	2250 1750	1000	2639 90 1489 78
Biturbo 220-425	81-88	10,000	6000	2400	1000	2491 13	_	W124 saloon	84-95	4000	2500	1200	350	3199		Oxford V-VI	59-71	6000	4000	1800	850	1622 80
Biturbo Spyder Ghibli II	84-91 94-97	12,500 17,500	8500 11,500	4000 6000	2000	2491 13 2790 15	_	500E saloon SLK230 Komp'	90-95 97-04	30,000 4500	22,500 2750	12,500 1200	8000 450	4973 2295		Marina Coupé Marina TC/GT	71-78 71-78	3250 2950	2000	850 800	400 350	1798 95 1798 100
Quattroporte IV	94-01	11,500	9000	6000	4000	2790 15		CLK-GTR	98-99	2.7m	2.2m	n/a	n/a	6900		10	7170	2330	1030	000	330	1750 100
3200GT	98-01	13,000	10,250	7750	5500	3217 18	30	SL55 AMG SLR McLaren	02-08	17,500 188,000	13,500 172,500	10,000	6000 n/a	5439 5439	155 208	NISSAN 300ZX Turbo	84-89	5750	3750	1800	900	2960 149
MATRA				_	_	Club (01892		-	00 10				,			Figaro	91	6350	4850	2250	1000	987 98 🔺
Bagheera Murena	73-79	10,500	6750 7500	3000 3500	1250 1500	1442 10 2155 12		MESSERSCHMITT KR175/200	53-64	Owners' (26,500	Club (01293 19,000	3 871417); Er 12,000	nthusiasts' 7000		483 769270) 65	Skyline GT-R R32 Skyline GT-R R33	89-94 95-99	29,500 24,000	22,500 17,500	15,000	10,000 7500	2568 155 2568 155
11	00 00							TG500 Tiger	58-61		80,000				75	hi?	30 33					
MAZDA Cosmo 110S	67-72	90,000	arotaryclu 65,000	1b.com; MX- 40,000	-5 Owners' 25,000	' Club (mx5 982 12		MG Owners' C	lub (0195	i4 231125); O	ctagon Clu	ub (01785 2	:51014): Car	· Club (01	235 555552)	NSU Prinz	58-72	NSU Owr	ners' Club (6000	01883 7444 2750	31); Ro80 (1200	Club (01274 484091) 598 71
RX7	78-86	5500	3500	1650	650	2292 11	19	SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80	Sport Prinz coupé	59-67	8000	5250	2650	1500	598 76
RX7 S2 RX7 S3	86-91 92-95	5750 8000	3500 6500	1750 4000	550 2000	2254 14 2608 15		SA tourer/dhc VA saloon	36-39 37-39	65,000	46,500	32,500 16,000	20,000			Wankel spider 1000	64-67 64-72	16,000 7500	12,000	7000	4000	497 95 996 80
MX-5	90	5750	3750	1750	1000	1597 12	21	VA tourer/dhc	37-39	45,000	32,000	22,000	13,500	1548	81	1200TT	67-72	17,500	12,500	7500	4500	1177 110
MX-5	91-97	4000	2400	1200	500	1839 12	23	WA saloon WA tourer/dhc	38-39 38-39	47,500 80,000	37,500 60,000	27,500 42,500	16,000 25,000	2561 2561		Ro80	67-76	11,500	6600	3000	1000	995 108
McLAREN								TA/TB/TC	36-49	36,000	26,500	16,500	10,500	1250	78	-		el Drivers' Clu		92020); Op		OC (manta.club.org)
<u>F1</u>	93-98	12m	10m	8.5m	n/a	6064 2	40	TD TF1250/1500	49-53 53-55	25,000 35,000	16,000	10,750 13,500	6750 8750		80 85 v	Commodore/GS/E GT	67-77 68-73	6000	4250 9000	2200 4500	1000	2490 121 1897 111
MERCEDES-BENZ	M-Benz	Club Ltd (070	071 818868	B); M-Benz (Owners' As	ssoc. (0189)	2 860922)	YA/YB	47-53	15,000	10,500	5000	2750		71	Manta A coupé	70-75	8000	5500	2500	1250	1897 105
500K Cabrio A/B/C 500K Tourer	34-36 34-36	1.4m 1.1m	1.1m	750,000 640,000		5016 10		YT con Magnette ZA/ZB	48-51 53-59	30,000	20,000 9750	10,000 4500	5500	1250 1489	71 82	Manta GT/E Monza cpé	75-88 78-87	6400 6750	4650 4000	2250 1800	1000	1979 122 2968 128
500K Sports/Roadste		3.5m	2.75m	2.2m	1.6m	5016 10		MGA Roadster	55-62	32,000	22,500	13,000	8250	1489		монга сре	70-07	0/30	4000	1000	000	2500 120
540K coupe 540K Cabrio A	36-39 36-39	500,000 1.95m	400,000 1.6m	300,000 1m		5401 10 5401 10		MGA Coupé MGA Twin Cam Rdstr	56-62	26,000 50,000	17,500 36,000	10,000	6250 16,000		98 A	PANHARD PL17 saloon	59-64	6500	Panl 4750	hard et Lev	assor Club 1200	GB (0161 483 8262) 845 75
540K Cabrio B/C	36-39	1.3m	1.0111 1m			5401 10		MGA Twin Cam Cpé		36,000	26,500	16,500	11,000		115	24CT coupé	64-67	11,250	6750	3250	1600	845 100
540K Special Roadste		6m	5m	4m	3m	5401 10		Magnette III/IV	59-68	7500	5250	2500	1200	_	87	DANITHED				Dantha	r Car Club	1+4 (07071 000020)
180/190 Ponton sal 219/220S Ponton sal		14,500 16,500	10,500	5000 6250	2500 3500	1897 8 2195 10		1100/1300 MGB roadster p/h	62-71 62-65	8000 19,000	5750 14,000	2750 7000	1250 3750	1275 1798		PANTHER J72	72-81	40,000	32,500	22,500		Ltd (07971 866829) 4235 115 V
220S/SE cabrio	56-60	140,000			30,000		_	MGB roadster MGB GT	65-67	16,500	12,500	6000 4500	3000		103	De Ville	74-85	64,000 12,500	47,500 10,000	36,000 5000	25,000 2750	5343 135 1596 98
220S/SE coupé 300A/B/C/D sal	57-60 51-62	56,000	39,000 39,500	24,000	16,000	2195 10 2996 10		-	65-67 67-71	14,000 15,000	10,000	5500	2000		103	Lima/Kallista Kallista 2.8/2.8i/2.9i	76-90 82-90	15,000	11,500	6000	3500	2933 112
300 cabrio D	57-62			100,000	_			_	67-71	11,500	7500	3250	1500		103	DEEDLESS (NA DVA)	CV				TD Dog	istor (0122F 0100CC)
300S cab/rdstr 300Sc cab/rdstr	52-55 55-58					0 2996 11 0 2996 11		MGB MkIII roadster MGB MkIII GT	71-74 71-74	13,500	9500 6500	4650 2850	2000 1250	_	96	PEERLESS/WARWI GT	57-62	25,000	18,000	11,500	7000	ister (01235 818866) 1991 105
300Sc coupé	55-58					2996 11			75-80	11,000	7000	3000	1250	1798		DELICEOT				Club	Dougoot	I IV (000 0000 0770)
300SL Gullwing 300SL roadster	54-57 57-63	1.05m 1m				0 2996	_	MGB GT MGC roadster	75-80 67-69	6500 25,000	4000	1800	700 4500	1798 2912	104	PEUGEOT 203 saloon	48-60	8500	6500	3000	1350	UK (020 8888 8772) 1290 70
190SL roadster	55-63		95,000	57,500	40,000			MGC GT	67-69	22,000	15,000	7500	3750		120	403 saloon	55-66	6500	4250	2000	1100	1468 81
190/200 Fintail sal 220/230 Fintail sal	61-68 59-68	13,000	9000	4000 5200	1750 2250	1988 9 2281 10		MGB GT V8 chrome MGB GT V8 rubber	74-76	24,000 18,500	16,000	7500 6500	4000 3250	3528 3528		403 cabrio 204/304 saloon	57-61 65-74	18,500 3750	12,500 2500	6250 1250	2500 600	1468 81 1288 90
300SE/L Fintail sal	61-65	24,000	17,500	8500	3250 9500	2996 10 2195 10		Midget MkI	61-64	11,000 10,250	7000 6250	3400	1700	1098	_	204/304 coupé 204/304 cabrio	67-75	5500 9250	3750	1950 3250	950 1500	1288 90 1288 88
220SEb coupé 220SEb cabrio	61-65 61-65	40,000 80,000	30,000	16,500 40,000	25,000			Midget MkII Midget MkIII	64-66 66-74	9000	5750	2950 2750	1300	1098 1275	96	404 saloon	67-75	8250	6250 5750	2850	1400	1618 90
300SE coupé 300SE cabrio	62-67	60,000	40,000			2996 11 2996 10		Midget 1500	74-79	5650 9000	3750 6750	1500 3650	500 2250		101 🔺	504 saloon	68-83	3500 22,500	2500 15,000	1200 8250	550 4500	1971 104 1971 105
230SL sports	62-67 63-67	150,000 82,000	57,500	62,000	40,000		_	Metro Turbo Montego Turbo	83-89 85-91	5000	3500	1750	850		110	504 cabrio 504 coupé	69-83 69-83	9000	6250	3500	1650	1971 103
250SL sports	67-68	88,000	62,000	35,000	22,000		_	Maestro Turbo	89-91	15,000	11,000	6500	3250		128	504 V6 cabrio	74-83	24,000	18,500	10,500	5500	2664 117
280SL sports 600 saloon	67-71 64-81	100,000	80,000	38,500 45,000	25,000			Metro 6R4 RV8	85-86 93-96	100,000	80,000	62,500	45,000 6250	2991 3946	120	205 T16 205GTi 1.6	83-85 84-90	145,000	125,000 6750	105,000 2850	1250	1774 130 1580 122
250/280S/SE sal	65-72	13,500	9000	4500	2000	2778 11		MGF/TF	95-05	3000	1950	800	375	1796		205CTI cabrio	86-92	6500	4500	2000	850	1580 120
250SEC/280SEC cpé 250/280SE cab	65-69	50,000 95,000	37,500 75,000	20,000 37,500	13,000	2778 11 2778 11	_	ZT260 V8	03-05	8000	6000	4250	3250	4601	155	205GTi 1.9 309GTi	87-94 87-93	13,500	8750 4000	3750 2000	1500 1050	1905 126 1905 122 ▲
280SE coupe (low grille		48,000	34,000	22,000	14,000	2778 11		MITSUBISHI	02.00	7000	5000	2400	1000	4007	422	106 Rallye S1/S2	94-99	5000	3000	2000	1000	1587 121
280SE cab (low grille 280SE 3.5 coupé	69-71	100,000	77,500	40,000 47,500	22,500 26,500		_	Starion Turbo 3000GT/GTO	82-89 90-01	7000 7250	5000	2400 2500	1000	1997 2972	133 153	PIPER	Piper S	Sports and R	acing Car (Club, email:	contact@	thepiperclub.org.uk
280SE 3.5 cabrio	69-71		210,000			0 3499 12		Evo IV-VI	97-99	17,500	12,000	5000	2400	1997	150	GTT/P2 1.6	68-74	30,000	24,000			1599 115
300SE/SEL sal 280/300SE/SEL 3.5	65-69 69-72	14,500 19,500	9500	4750 6000	2200 3000	2996 11 3499 12		MORGAN	Spor	ts Car Club	(01384 254	1480); T <u>hre</u>	e-Wheeler	· Club (01	823 <u>277852)</u>	PORSCHE	Po	rsche Club (GB (0 <u>1608</u>	652911); <u>En</u> t	husiasts' (Club (01246 279358)
300SEL 6.3 saloon	67-72	60,000	40,000	22,000	13,500	6329 13	32	4/4 Series I	36-50	38,500	26,000	18,000	11,000	1267	70	356 pre-A Gmund	49-50	950,000	725,000	550,000	450,000	1086 90
200/220/230.4 sal 230.6/250/280 sal	67-76 67-76	7250 8000	4500 5000	2200 2400	750 850	2197 10 2746 12		Plus 4 (Vanguard) Plus 4 (TR)	50-53 54-69	35,000 40,000	27,000 28,000	17,500 18,000	11,000	2088 1991	96 96	356 pre-A 356 cabrio 1.3/1.5	51-55 51-55			,	,	1488 90 1488 90
250CE/280CE coupe	é 68-76	14,000	9750	5000	2250	2746 12	25	Plus 4 SS	61-69	67,500	50,000	32,500	20,000	2138	120 🔺	356 Speedster	54-58	400,000	310,000	230,000	175,000	1488 92
280/350/380/420SL 500/560SL sports	71-89 82-89		17,500 18,750	8000 9000	3000 3600	4196 13 5547 14			54-68 68-88	28,500 26,000	21,000	14,000 13,000	8000 7000	1498 1597		356 Convertible D 356A	58-59 55-59	200,000 85,000		-		1488 92 1582 113
300SL (R107)	85-89	26,000	18,250	8750	3500	2962 12	24	Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	356B/C	60-65	72,500	52,500	32,500	22,000	1582 113
350/380/450SLC cpe 280S/SE sal	71-81 72-80	15,500 9000	10,000	4750 2750	2000	4520 13 2746 11		Plus 8 Plus 8	68-72 73-86	49,500 45,000		20,000				356A cabrio 356B roadster	55-59 60-61					1582 113 1582 113
350/450SE/SEL sal	72-80	12,500	7500	3400	1250	4520 13	30			40,000			11,000			356B/C cabrio	60-65	122,500	95,000	60,000	40,000	1582 113
200/230 sal 250/280E sal	75-84 75-84	5500 6000	3500 4000	1500 1650	650 700	2299 11 2746 12		MORRIS Mo	rris Rogi	ster (01937	832340). 1	Morris Mino	or Owners'	Club (01	332 291675)	356A/B Carrera Carrera 2	55-62 63-65					1582 113 A 1966 125 V
230/280CE coupé	77-85		8250	3650	1600	2746 12		Minor MM lowlamp		<u> </u>		3500	2000	918		911 2.0	64-65					1991 131

				Private sa	ale		Se					Private sa	le		Se					Private sal	e		Se
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	P005	Rough	0	Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	P005	Rough	0	Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	P005	Rough	0	Top speed Price change
911 2.0	66-67	140,000	90,000	60,000		1991	131	5GT Turbo	86-91	15,000	11,000	5000	2400	1397	123	SM Roadster	51-55	14,000	10,000	6000	3600	1497	
911S 2.0	66-69		112,500	80,000			140	Clio Williams	94-95	10,750	8250	4000	2000		134	Gazelle saloon	55-67	6250	4250	2000	1000	1497	
912 911L/T	65-69 67-73	44,000 75,000	33,500 55,000	24,000 32,500	16,500		112	Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	Gazelle con Vogue I-IV 1.6/1.7	56-62 61-66	11,500 5500	7500 3600	3650 1650	1800 850	1497 1725	
911E	68-73	85,000	62,500	36,000	26,000	_	138	RILEY		Riley RM Cl	ub (01352 7	700427); Ri	ey Motor (Club (01	902 773197)	Chamois	64-70	5250	3750	1750	825		80
911S 2.2	69-71	135,000	105,000		52,000		144	RMA/RME 1½ saloor		14,500	10,500	5250	2500	1496		Chamois coupé	65-70	6500	4750	2400			81 🔺
914-4 914-6	69-75 69-72	21,000 70,000	13,000	6500 33,000	3900 22,500	_	112	RMB/RMF 2½ saloor Roadster RMC	48-50	19,000 43,500	14,500	8000	4000 9000	2443 2443		New Gazelle/Vogue	66-70	3250	2250	1100	550	1725	94
911S 2.4	71-73		112,000			2341		RMD convertible	48-51	28,500	22,000	13,500	7000	2443		SKODA				Skoda Own	ers' Club o	f GB (01:	279 815183)
Carrera RSL	72-73			500,000				2.6/Pathfinder	53-59	11,500	7500	3250	1650			Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	
Carrera RST 911 2.7	72-73 73-77		30,000	350,000 17,500	11,000		135	One Point Five 4/68, 4/72	57-65 59-69	7250 7250	5000	2500 2400	1250 1100	1489 1622	88	Felicia convertible 1000MB, S100	59-64 65-77	8500 3250	6000	3000 850	1500 450	1221 988	80
911S 2.7	73-77	47,500	36,500	24,000	16,000		140	Elf MkI/II 848/998	61-69	8000	5650	2750	1300	998	75	S110R coupé	70-80	4750	3600	1500	750		90
Carrera 2.7MFI	73-77	150,000	115,000	80,000			148	Kestrel 1100/1300	65-69	6000	4000	1850	900	1098	87	Rapid coupé	84-91	3250	2500	1200	650	1289	93
911 Turbo (930) 3.0 Carrera 3.0	75-77 76-77	140,000 72,500	110,000	79,000 36,000	52,500			ROCHDALE				Rochdale	Owners' C	Club (013	364 654419)	STANDARD				Standa	ard Motor (Club (016	676 522181)
924	76-85	6000	3500	1250	500	1984	126	GT	57-61	8750	6000	3000	1250	1172		Vanguard I	48-52	10,000	6500	3000		2088	
924 Turbo	78-83	16,000	10,500	5000	2500		144	Olympic	60-73	11,000	7500	4250	2750	1489	105	Vanguard II/III	53-58	4750 5500	3250	1500		2088	
924 Carrera GT 924S/Le Mans	80-81 85-88	72,500 7950	55,000 5000	36,000 2000	24,000	1984 2479		ROLLS-ROYCE			Ro	olls-Rovce E	nthusiasts'	Club (0	1327 811788)	Vanguard Sportsma Vignale	58-61	4500	4000	1750 1500		2088	
928/S/S2	77-87	22,000	15,000	8500	3500	4664		Silver Ghost	07-14	2.2m	1.75m	1.4m	1m	7428		Luxury Six	61-63	5250	3650	1650	850	1998	
928S4	86-95	27,500	17,500	10,000	4000	4957		Silver Ghost	18-25	375,000		210,000	-,	_		Eight	53-59	5000	3200	1500	700		61
928GT 928GTS	89-92 91-95	37,500 51,500	24,000	15,000 24,000	9000	4957 5396		Phantom I Phantom II	25-29 29-35	375,000 325,000		120,000		7668 7668		Ten/Pennant Ensign/De Luxe	54-59 57-63	5300	3500 2650	1650 1250	800 600	948 2138	
	77-90	92,500	65,000	40,000				Phantom III	36-39	250,000		75,000	37,500	7340		znoigny z e zake	57 05	1000	2000	1250	000	2.00	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000			Silver Wraith 4.3/4.6	_	47,500	35,000		10,000	4257		STUDEBAKER							
911SC 911SC cabrio	77-83 82-83	42,000 44,000	30,000	19,500	12,500	2994 2994		Silver Dawn sal Silver Dawn PW con	49-55	40,000	30,000		9500 35,000	4566 4566		Avanti	62-64	44,000	32,500	25,000	18,000	4737	120
911 Carrera 3.2	83-89	44,000	32,000	18,500	12,000			Silver Cloud I saloor		38,500	29,000	16,500	8000		101	SUBARU			The	Subaru Imp	reza Drive	rs' Club ((sidc.co.uk)
911 Carrera cabrio	83-89	41,000	29,000	18,000	12,000	3164	155	SCI Mulliner con	55-59	500,000	350,000	275,000	200,000	4887	101	Impreza Turbo	93-00	6000	4250	2000	800	1994	144
	84-89	70,000	52,500	32,000	_	3164		Silver Cloud II sal	59-62	43,500	30,000		9000	6230		Impreza WRX STi	97-00	10,000	6500	3500	1850	1994	
911 Speedster 959	88-89 87-88		90,000	67,500 595,000		3164		SCII Mulliner con Phantom V/VI limo	59-62 60-77	120,000	75,000	125,000 42,000	25,000	6230 6230		Impreza 22B Impreza WRX P1	98	60,000 27,500	50,000	40,000	30,000 9500	1994 1994	
	87-89	100,000		49,000				Silver Cloud III sal	62-66	46,500	32,500	18,500	9000	6230		SVX	91-97	3750	2850	1850	900	3300	
944	82-87	9500	6750	2750	1200	2479		SCIII MPW con	62-66			100,000											
944 Turbo 944S	85-91 86-88	22,500	15,000 7000	7500 3750	3250 1400	2479 2479		Shadow/Wraith MPW/Corniche cpé	66-80	17,000 37,500	12,000	6250 16,500	2000	6750 6750		SUNBEAM		Sunbeam		am Talbot <i>A</i> C 01376 3420			
944S2	88-92	12,500	8000	4000	1750	2990		MPW/Corniche con		55,000	38,500	27,000	15,000	6750		Talbot 80	48-50	8500	5000	2500	1400	1185	
944S2 Cabrio	89-92	14,000	9000	4500	2350	2990		Camargue	75-86	46,500	36,000		17,500	6750		Talbot 80 Coupé	48-50	10,750	8000	4250	2500	1185	
944 Turbo Cabrio	91-92	25,000	20,000	12,000	7000	2479		Silver Spirit/Spur	80-89	12,500	9750	4500	1650	6750		Talbot 90 (all Mks)	48-57	9750	6250	3000	1600	1944	
911 (964) 911 Turbo (964)	89-94 90-94	45,000 130,000	30,000	22,000	13,500 35,000	3600 3299		Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	Talbot 90 Coupés Alpine convertible	49-57 53-55	16,000 45,000	12,000	6000	3650 10,000	1944 2267	
911 Carrera RS (964)				137,500				ROVER P4 Drivers'	Guild (01	582 572499);	P5 OC (01	784 25816);	P6 Rover (OC (017	04 560929);	Alpine I sports	59-60	16,750	10,000	5000	2200	1494	
968	92-95	15,000	11,000	7500	4000	2990			_	P6 Drivers' C	(//				Alpine II sports	60-63	15,250	9000	4200	1850	1592	
968 Sport 968 Club Sport	94-95	20,000	15,000	9750 14,000	5750 7250	2990 2990		P3 60 P3 75	48-49 48-49	10,000	7500 9500	3750 4500	1650 2000	1595 2103		Alpine IV sports	63-64	19,750 15,000	10,000	5500 4000	2250 1650	1592 1592	
911 Carrera (993)	94-97	54,000	43,000	30,000				P4 75 'Cyclops'	50-52	17,250	11,500	5500	2400	2103		Alpine V sports	65-68	22,000	12,500	7000	3000	1725	
911 Turbo 4 (993)	95-98	128,500	95,000	74,000		3600		P4 60/75/80	52-62	8950	5400	2250	800	2286		Harrington GT	61-63	29,000	18,500	9500	4000	1592	
911 Turbo S (993) 911 C4S/C2S (993)	97-98 95-97			150,000 50,000				P4 90 P4 105R	54-59 57-58	11,000	7250 6000	3000 2500	1000 850	2638 2638		Tiger II	64-66 67-68	60,000 72,500	40,000 52,500	25,000 32,500		4261 4727	120 A 125 V
	94-95	250,000						P4 105S	57-59	11,000	7250	3400	1400	2638		Tiger II Rapier I-V	55-67	12,000	8000	3500	1500	1725	
911RS Clubsport	95-96	265,000	225,000	185,000	155,000	3746	175	P4 95/100/110	60-64	10,000	6500	2650	950	_	100	Rapier II-IIIA con	58-63	15,000	11,000	5000	2500	1592	
911 GT2 (993)	95-98		_	700,000	_	_		P5 3-litre	58-67	9000	6500	3250	1250	2995		Rapier/Alpine	67-76	5750	4000	1850	900	1725	
Boxster 2.5 Boxster 2.7	96-99	6750 8000	5000	3500 4000	1750 2000	2480 2687		P5 Coupé P5B 3½-litre	63-67 67-73	14,000	10,500	5000	2250 2200	2995 3528		Rapier H120 Imp Sport	68-76 66-76	7500 6750	5250 4750	2500 2400	1250 1100	1725 875	90
Boxster 3.2S	99-04	9750	7250	4600	3000	3179		P5B 3½-litre Coupé	67-73	20,000	15,000	9000	3500	3528		Stiletto	67-72	7500	5500	2650			90 🔺
911 Carrera (996)	97-05	26,500	19,500	11,500	7000	3387		P6 2000/TC	63-69	8000	4500	2000	900	1978							225/		
911 GT3 (996) 911 Turbo (996)	99-05	75,000 50,000	60,000 42,000	50,000	40,000			P6 2000/2200/TC P6 3500	70-77 68-76	7250 10,000	3500 5500	1500 2000	650 1000	2205 3528		SUZUKI SC100	79-82	3500	2500	1500	ORE (suzuk 800		ccino.com) 87
911 GT2 (996)	01-05	124,000	110,000		85,000			P6 3500S	71-76	12,500	7000	2750	1250			Cappuccino	92-96	4000	3000	1750			83
								SD1 3500	76-86	5000	3300	1250	600	3528									
RELIANT Sabre 4/6	Sabre & 61-64	Scimitar Clu 10,750	ub (020 89) 8250	77 6625); S 5500	cimitar Dri 2500	ivers' (014 2553	-	SD1 VdP SD1 Vitesse	80-86 82-86	6500 7500	4400 5000	1850 2400	950 1200	3528 3528		SWALLOW	54-55	67,500	52,000	32,500	TR Regis 20,000	<u> </u>	35 818866)
Scimitar SE4/a/b	64-70	11,500	7500	3500	2000	2994		SD1 Vitesse TP	85-86	10,000	7500	4500	2500	3528		Doretti	34-33	67,300	52,000	32,300	20,000	1991	102
	68-75	8750	5750	2200	950	2994	123	Mini	90-00		3750	1750	750	1275	88	TALBOT			Sun	oeam Lotus	Owners' C	Club (014	123 734624)
	75-80	6750	4500	1750	700	2792		Mini Cooper/S	91-00	8500	5950	3000	1600		97	Sunbeam 1600 Ti	79-81	5500	3750	1650	750	1598	
Scimitar GTC Scimitar GTE SE6b	80-85 80-86	10,500 7000	7250 4750	3250 1850	1500 750	2792 2792		200 BRM LE	98-99	3750	2500	1250	600	1796	127	Sunbeam-Lotus	79-81	25,000	16,500	10,000	5250	2174	120
	88-90	30,000	24,000	16,000	10,000	2933		SAAB	Saab	Owners' Clu	ıb (07071 7	719000); En	thusiasts' (Club (01	942 878738)	TALBOT-LAGO							
Scimitar SS1	85-89	4750	2900	1250	500	1596		96 Bullnose	60-65		6500	3500	2000		80	T150 SS 'teardrop'	36-39	6.4m		4m	3.6m	3996	
Scimitar SS1 1800Ti	86-89	5500	3500	1650	800	1809	126	96 Longnose Sport/Monte Carlo	65-68 62-66	7250 12,000	5250 9000	3000 5250	1600 2750	841	79 88	T26 Record Cabrio	47-50	185,000	150,000	100,000	60,000	4482	108
RENAULT			Renault	: Owners' C	Club (renau	ıltowners	club.com/)	96/95 V4	67-79	6500	4500	2000	1000		93	TOYOTA			-	Toyota Enth	usiasts' Clu	ıb (020 8	8898 0740)
4CV	47-61	8500	6000	3600	2000	747	65	Sonett	67-74	16,000	12,000	5500	2750	1498	100	2000GT	67-70	550,000	475,000	395,000	325,000	1988	128
Dauphine Gordini	54-63	7500	5000	2400	1100		70	99 99 Turbo	68-84	5500	3750	1850	900	1985	101 🔺	Crown 2600 MkI/II	71-79	5750	3500	1650	650	2563	
Dauphine Gordini Floride/Caravelle cpé	58-67 59-68	15,000 10,750	11,000 7750	5000 3500	2500 1600	845 1108	90 🛕	99 Turbo 900 Turbo (sal/con)	77-82 79-93	13,000	9000	4400 2750	2000	1985 1985	133	Celica ST 1.6/2.0 Celica GT 1.6/2.0	70-77 74-77	11,000	8000	3750 5000	1750 2500	1588 1968	
Floride/Caravelle cor		13,250	9250	4500	2000	1108	90 🔺	900 Convertible	86-93		5500	2500	1250		126	Celica Supra 2.8i	82-85	11,000	7750	4000		2795	
R4		5250	3750	1750	900		72 🛦	CINE					C:		4707-6	Celica GT	85-90		1750	800	400	1998	
R8/R10 R8 Gordini	62-71 67-70	4250 32,500	2750 25,000	1400 17,000	700 12,000	1108 1255		SIMCA 1000GLS/Special	69-78	3250	2000	1000	Simca Clu 500	b UK (0 ⁻ 1294	1737 765331) 105	Celica GT-Four MR2	86-90 84-90		3750 3600	2000 1400	1000	1998 1587	
	65-79	6000	4000	2000	1000	1565		1000 Bertone coupe		15,000	10,000		2000	944		MR2 Mk2	90-99		3500	1600	400	1998	
5 hatch	72-84	3000	2400	1500	400	1289	96	1200S coupé	67-71	17,500	12,000		2500	1204		Supra	86-93	7500	5000	2400	1200	2954	135
		2500	1250	450	150	1397		CINICED C:)wpore (0	1700 70240). Acoa ci	ion of Six	or Car C	noro los	022 770575\	Supra Turbo	88-92	10,000	6500	3250		2954	
5 Gordini/Turbo 5 Turbo 2			6000 50,000	2500 32,000	1250 22,000	1397 1397		SINGER Singer C 9 Roadster/4A/4B		16,000			4000			Supra Turbo Sera	93-02 90-95		12,000 1850	6500 900	3500 450	2997 1496	
No.								Title Control of the															

<u> </u>		ours/		Private sa			Top speed Price change	_		ours/		Private sa			Top speed Price change)Sinc		Private sa			Top speed
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	<i>p</i> 009	Rough	႘	Top speed Price chang	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	<i>P</i> 005	Rough	႘	Top speed Price chang	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	<i>p</i> 009	Rough	႘	Top speed
TRIDENT				Trid	lent Car Cl	ub (020 86		Tuscan V6	69-71	29,000	21,000	14,000	9500	2994		VX220	00-05	14,000	10,000	7250	5000	2198	137
Clipper V8	67-78	32,500	22,500	12,000	7000	4727	140	Vixen S1-4	67-73	27,500	20,000	13,000	9000	1599		VX220 Turbo	03-05	16,500	13,000	10,500	9000	1998	151
TOU IMPLE	ula Tuis saas	L (020 025	10544) TD	Dagistay (C	NANE 01007	-c/ TD D-:-	ional Chile	1600M 2500M	72-77 72-77	21,000 19,000	15,000	8500 8000	5000 4500	1599 2498	105	VOLKSWAGEN	V	W Owners	'Club DO I	Box 7, Burnt	twood Wa	deall Cta	effe VVC7 C
		oh (020 835° 4234); Stag (3000M/Taimar	72-77	22,000	16,000	9500	6000	2994		Beetle (split)	46-53	26,500	18,500	12,500	7500		66
Roadster 1800/2000	_	28,000	21,000	13,500	7000	2088		3000S convertible	78-79	27,500	18,500	11,000	7500	2994		Cabrio	49-53	36,500	25,500	17,500	10,000	1131	66
1800/2000/Renown	46-54	8500	6000	3000	1600	2088	74	Tasmin/280i	80-87	6600	5000	2850	1600	2792	126	Beetle (oval)	53-57	18,750	12,500	7000	4250	1192	69
Mayflower	50-53	5500	3400	1600	800	1247	55	Tasmin/350i inc 2+2	83-89	6500	4850	2750	1550	3528	_	Cabrio	54-58	24,000	17,500	11,000	7000		66
TR2	53-55	37,500	28,500	18,000	10,000	1991		V8/350i convertible		7750	5750	3300	2000	3528		Beetle 1200/1300	57-68	14,000	9000	4250	1850	_	72
TR3/3A 2.0/2.2	55-61	34,000	25,000		7500	1991		390SE	85-88	8250	6500	4400	2400	3905		Cabrio	58-67	18,000	12,000	6000	3250		72
TR4A	61-65	29,500 32,000	20,000	11,250 12,000	6250 6500	2138 °	109	400/420/450SEAC 400/450SE	86-91 88-91	20,000	16,000 8750	11,000 6250	7000 4250	4441		Beetle 12/13/1500 Cabrio	68-78 67-70	12,500 16,000	7000	3250 5500	1400 3000		81
TR5 PI	67-68	45,000	36,000		17,500	2498		S 2.8/2.9	86-92	7250	5000	3250	1750	2922		Beetle 1302/1303	70-75	9000	5750	2750	1000		84
TR6 'CP'	69-73	24,000	17,500	10,000	5500	2498		V8S	91-94	15,000	11,500	7500	4750	3943		Cabrio 1302S/1303S	70-80	12,500	8750	4750	2300		82
TR6 'CR'	73-76	22,000	15,750	8750	4900	2498		Griffith 4.0/4.3	91-93	14,750	12,000	8750	6000	4228		Karmann-Ghia cpé	55-74	18,000	11,000	5250	2750		92
TR7	75-81	5000	3000	1100	500	1998	110	Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161	Karmann-Ghia con	58-74	23,000	14,000	8000	4500	1493	87
TR7 convertible	80-81	6000	4000	1650	750	1998	109	Chimaera 4.0/4.3	93-98	14,500	11,250	7250	4500	3950	152	Karmann-Ghia T-34	62-69	15,000	10,000	5500	3000	1584	87
TR8	78-81	8750	6250	3500	1850	3528		Chimaera 450/500	96-03	16,000	12,500	9000	7000	4988		Kombi/Camper	50-67	75,000	50,000		11,000		65
TR8 convertible	80-81	11,500	9000	5500	2500	3528		Cerbera 4.2	96-03	20,500	15,500	10,000	7000	4280		Camper (Bay)	68-71	26,000	16,000	9000	4750		79
Herald/S saloon	59-64	4750	3500	1500	750	1147		Cerbera 4.5	97-03	25,000	21,000	18,000	15,000		195	Camper (Bay)	72-79	22,000	13,500	7000	3750		79
Herald coupé	59-64	7250	4750	2200	1100		79	Cerbera Speed Six	00-03	20,000	17,000	14,750	10,500	3948		1500/1600 Type 3	61-73	7500	5000	2500	1200		87
Herald conv Herald 1200	60-61	8500 4500	5400 3200	2500 1350	1250 650		79	Tuscan Speed Six	99-05	27,500 22,500	24,000	20,000	16,000	3996 3605		411L/E, 412 1.7/1.8	68-74 74-81	6000 8500	4000 6250	2000 3250	1000		90
Herald 1200 conv	61-67	8000	5000	2250	1100	1147		Tamora T350	02-06	30,000	25,000	21,000	15,000	3605		Scirocco MkI Scirocco MkII	82-92	5000	3500	1750	800		130
Herald 12/50	63-67	5000	3600	1600	800	1147		Sagaris	04-06	70,000	-,	59,000	n/a	3996		Golf GTI MkI	75-84	16,500	10,000	5000	2000		116
Herald 13/60	67-71	4600	3250	1400	700	1296		Sugaris	0100	70,000	03,000	33,000	11/4	3330	103	Golf GTI MkII	84-91	9000	6500	3200	1500	1781	123
Herald 13/60 conv	67-71	7500	4750	2200	1000	1296		VANDEN PLAS	Vd	P Club, Che	erry Trees, l	landyfaeld	og, nr Kidw	elly, Dyfeo	SA17 5PS	Golf convertible	80-93	8000	5500	2400	1000	1781	116
Vitesse 1600	62-66	7000	4500	2000	950	1596		4-litre Princess	57-68	13,000	9000	4000	2000	3995	_	Golf GTI MkIII	92-97	4000	2750	1500	550		134
Vitesse 1600 conv	62-66	9000	6250	2850	1450	1596	91	3-litre I/II	59-64	13,000	8500	3750	1600	2912	105	Golf MkIII VR6	92-97	4500	3250	1900	950	2792	138
Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95	4-litre R	64-68	13,500	9000	4000	1750	3909	110	Polo G40	91-94	4250	3500	2200	850	1272	119
Vitesse MkI conv	66-68	9500	6500	3000	1500	1998	95	Princess 1100/1300	63-74	5500	3600	1650	800	1275	87	Corrado	90-95	4000	2750	1400	750	1781	132
Vitesse MkII	68-71	7500	5000	2400	1000	1998		1500/1.5/1.7	74-80	3500	2000	950	500	1748	90	Corrado G60	90-92	6750	4250	2000	1000	1781	140
Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998					1 /04000	100000/ 0		0 (011		Corrado VR6	92-95	8750	5750	2750	1200	2861	146
Spitfire 4	62-65	19,000	12,500	6000	3000		94			Drivers' Cl		//		1 1 1		VOLVO	\/-l	O	J- (0170F 3	20140.4\ F+	le contract of C	L. L. /010	72.4000
Spitfire Mk2 Spitfire Mk3	65-67	16,000 12,500	11,000	5000 3750	2400 1850	1147 9	94	Wyvern/Velox L sal Wyvern/Velox E		7600	5250 7000	2500 2500	1200	2275		VOLVO			(881494); Ent	nusiasts C	8IV) aul.	
Spitfire MkIV/1500	67-70						100	WYVEITI/ VEIOX E	21-27	10,000	7000	2500	1250	2202	52	PV544 1.6/1.8	22-02		12 000	6000	2000	1770	
	70-78		8000				01					3000	1500	2262	2/	_					3000		
·	70-78 66-68	7500	5000	2200	900	1493		Cresta E	54-57	11,500	8000	3000 4500	1500	2262		121/122 4dr sal	55-67	10,250	6500	2250	800	1583	88
GT6 Mkl	66-68	7500 19,000	5000 12,000	2200 6000	900	1493 1 1998 1	109	Cresta E Velox/Cresta PA	54-57 57-62	11,500 13,000	8000 9500	4500	2000	2651	94	121/122 4dr sal 122S B18 4dr sal	55-67 62-67	10,250 11,250	6500 7500	2250 2500	800 850	1583 1778	95 ·
·		7500 19,000 17,500	5000 12,000 11,000	2200	900	1493	109	Cresta E Velox/Cresta PA Victor F	54-57	11,500	8000				94 74	121/122 4dr sal	55-67	10,250	6500	2250	800	1583 1778 1778	88
GT6 MkI GT6 MkII	66-68 68-70	7500 19,000	5000 12,000	2200 6000 5000	900 3000 2500	1493 1998 1998	109 109 112 A	Cresta E Velox/Cresta PA	54-57 57-62 57-61	11,500 13,000 7000	9500 4750	4500 2250	2000 1000	2651 1507	94 74 77	121/122 4dr sal 122S B18 4dr sal 131/132 2dr sal	55-67 62-67 61-70	10,250 11,250 11,500	6500 7500 8000	2250 2500 3000	800 850 1100	1583 1778 1778 1778	95 96
GT6 MkI GT6 MkII GT6 MkIII	66-68 68-70 70-74	7500 19,000 17,500 16,000	5000 12,000 11,000 10,000	2200 6000 5000 4750	900 3000 2500 2250	1493 1998 1998 1998	09 109 112 A	Cresta E Velox/Cresta PA Victor F Victor FB	54-57 57-62 57-61 61-64	11,500 13,000 7000 3950	8000 9500 4750 2750	4500 2250 1250	2000 1000 600	2651 1507 1594	94 74 77 88	121/122 4dr sal 122S B18 4dr sal 131/132 2dr sal 123GT 2dr sal	55-67 62-67 61-70 67-68	10,250 11,250 11,500 23,000	6500 7500 8000 15,500	2250 2500 3000 7500	800 850 1100 3500	1583 1778 1778 1778	95 96 108 105
GT6 MkI GT6 MkII GT6 MkIII 2000 MkI	66-68 68-70 70-74 63-69	7500 19,000 17,500 16,000 6750	5000 12,000 11,000 10,000 4650	2200 6000 5000 4750 2250 1750 2500	900 3000 2500 2250 1100	1493 1 1998 1 1998 1 1998 1	09 09 112 A 98	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB	54-57 57-62 57-61 61-64 61-64	11,500 13,000 7000 3950 6500 5650 3350	8000 9500 4750 2750 4250	4500 2250 1250 2000	2000 1000 600 1000	2651 1507 1594 1507 2651 1594	94 74 77 88 94 83	121/122 4dr sal 122S B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est	55-67 62-67 61-70 67-68 61-72	10,250 11,250 11,500 23,000 28,000 23,500 5000	6500 7500 8000 15,500 19,000	2250 2500 3000 7500 9500	800 850 1100 3500 4000	1583 1778 1778 1778 1778 1778 1986	95 96 108 105
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S	66-68 68-70 70-74 63-69 69-77 68-77 75-77	7500 19,000 17,500 16,000 6750 6000 6750 7250	5000 12,000 11,000 10,000 4650 4000 4850 5500	2200 6000 5000 4750 2250 1750 2500 2750	900 3000 2500 2250 1100 900 1200	1493 1998 1998 1998 1998 1998 2498	09 09 112 ▲ 98 98 07	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC	54-57 57-62 57-61 61-64 61-64 62-65 64-67	11,500 13,000 7000 3950 6500 5650 3350 5750	8000 9500 4750 2750 4250 3750 2250 3750	4500 2250 1250 2000 1750 1050 1850	2000 1000 600 1000 850 525 950	2651 1507 1594 1507 2651 1594 1594	94 74 77 88 94 83 89	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500	6500 7500 8000 15,500 19,000 16,000 3400 2500	2250 2500 3000 7500 9500 8000 1600	800 850 1100 3500 4000 3750 850 500	1583 1778 1778 1778 1778 1778 1986 2979 2127	88 95 96 108 105 111 115 106
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag	66-68 68-70 70-74 63-69 69-77 68-77 75-77	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000	2200 6000 5000 4750 2250 1750 2500 2750 5500	900 3000 2500 2250 1100 900 1200 1400 2000	1493 1998 1998 1998 1998 1998 1998 1998 19	09 09 112 ▲ 98 98 107 08	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount	54-57 57-62 57-61 61-64 61-64 62-65 64-67 64-67	11,500 13,000 7000 3950 6500 5650 3350 5750 5500	8000 9500 4750 2750 4250 3750 2250 3750 3850	4500 2250 1250 2000 1750 1050 1850	2000 1000 600 1000 850 525 950	2651 1507 1594 1507 2651 1594 1594 3293	94 74 77 88 94 83 89 99	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750	2250 2500 3000 7500 9500 8000 1600 1000 3500	800 850 1100 3500 4000 3750 850 500 1350	1583 1778 1778 1778 1778 1778 1986 2979 2127 2849	95 96 108 105 111 115 106 109
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200	900 3000 2500 2250 1100 900 1200 1400 2000 575	1493 1998 1998 1998 1998 1998 1998 2498 2498 2997	09 109 112 ▲ 98 98 107 108 117	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0	54-57 57-62 57-61 61-64 61-64 62-65 64-67 64-67 65-72 67-72	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950	4500 2250 1250 2000 1750 1050 1850 1950 950	2000 1000 600 1000 850 525 950 950	2651 1507 1594 1507 2651 1594 1594 3293 1975	94 74 77 88 94 83 89 99 •••	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250	2250 2500 3000 7500 9500 8000 1600 1000 3500	800 850 1100 3500 4000 3750 850 500 1350 700	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316	88 95 96 108 105 111 115 106 109 111
GT6 MkI GT6 MkII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200	900 3000 2500 2250 1100 900 1200 1400 2000 575 650	1493 1998 1998 1998 1998 1998 2498 2498 2297 1296 1296 1296 1	09 109 112 A 98 98 107 108 117 36	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD	54-57 57-62 57-61 61-64 61-64 62-65 64-67 64-67 65-72 67-72 69-72	11,500 13,000 7000 3950 6500 5650 3350 5750 2850 5500	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500	4500 2250 1250 2000 1750 1050 1850 1950 950 1750	2000 1000 600 1000 850 525 950 950 500	2651 1507 1594 1507 2651 1594 1594 3293 1975	94 77 77 88 94 83 89 99 A 995	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750	800 850 1100 3500 4000 3750 850 500 1350 700 400	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721	88 95 96 108 105 111 115 106 109 111 112
GT6 MkII GT6 MkIII 2000 MkII 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400	900 3000 2500 2250 1100 900 1200 1400 2000 575 650	1493 1998 1998 1998 1998 1998 2498 2498 22997 1296 1854	09 09 112 ▲ 98 98 98 107 108 117 36 93 900	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD	54-57 57-62 57-61 61-64 61-64 62-65 64-67 64-67 65-72 69-72 69-72 68-72	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850 4750	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100	4500 2250 1250 2000 1750 1050 1850 1950 950 1750	2000 1000 600 1000 850 525 950 950 500 900 750	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294	94 77 77 88 89 94 83 89 99 • • • • • • • • • • • • • • • •	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 Turbo	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000 2750	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900	800 850 1100 3500 4000 3750 850 500 1350 700 400 500	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721	88 95 96 108 105 111 115 106 109 111 112 123
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81 73-81	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400	1493 1998 1998 1998 1998 1998 2498 2498 2297 1296 1854 1998	09 09 112 A 98 98 98 007 108 117 36 93 100 117	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3	54-57 57-62 57-61 61-64 61-64 62-65 64-67 64-67 65-72 69-72 68-72 72-78	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850 4750 3250	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975	2000 1000 600 1000 850 525 950 950 500 900 750 550	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279	94 774 777 888 994 883 899 999 ▲ 995 998 1005	121/122 4dr sal 122S B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000 2750 3850	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316	88 95 96 108 105 111 115 106 109 111 112 123 125
GT6 MkII GT6 MkIII 2000 MkII 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400	900 3000 2500 2250 1100 900 1200 1400 2000 575 650	1493 1998 1998 1998 1998 1998 2498 2498 22997 1296 1854	09 09 112 A 98 98 98 007 108 117 36 93 100 117	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 69-72 68-72 72-78 73-76	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850 5500 4750 3250 4200	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350	2000 1000 600 1000 850 525 950 950 500 900 750 550 750	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279	94 774 777 888 994 833 889 999 • 1005 1000 1004	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 Turbo 740/760 Turbo 940 Turbo sal/est	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000 2750 3850 3750	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316	88 95 96 108 105 111 115 106 109 111 112 123 125 127
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81 73-81	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400	1493 1998 1998 1998 1998 1998 2498 2498 2498 1296 1296 1854 1998 1335 9	09 09 112 A 98 98 98 007 108 117 36 93 100 117	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 69-72 68-72 72-78 73-76	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850 5500 4750 3250 4200	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350	2000 1000 600 1000 850 525 950 950 500 900 750 550	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294	94 774 777 888 994 833 889 999 \$\int \text{1005} 1000 1004 1006	121/122 4dr sal 122S B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000 2750 3850	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316	88 95 96 108 105 111 115 106 109 111 112 123 125 127
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81 73-81	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250	1493 1998 1998 1998 1998 1998 2498 2498 2498 1296 1296 1854 1998 1335 9	09 09 112	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 69-72 68-72 72-78 73-76	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850 5500 4750 3250 4200	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350	2000 1000 600 1000 850 525 950 950 500 900 750 550 750	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057	94 774 777 888 994 833 889 999 \$\int \text{1005} 1000 1004 1006	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 Turbo 740/760 Turbo 940 Turbo sal/est	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000 2750 3850 3750 10,000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250 7250	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319	88 95 96 108 105 111 115 106 109 111 112 123 125 127 155
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250	1493 1998 1998 1998 1998 1998 2498 2498 22997 1296 1296 1335 1335 1	09 09 112	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 69-72 68-72 72-78 73-76 63-66	11,500 13,000 7000 3950 6500 5650 3350 5750 2850 5500 4750 3250 4200 4000 5800	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000	2000 1000 600 1000 850 525 950 950 500 900 750 550 750 700	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057	94 774 777 888 994 833 839 999 \$\int \text{1005} \text{1000} \text{1016} \text	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 5000 2000 2750 3850 3750 10,000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250 7250	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319	95 96 108 105 111 115 106 109 111 112 123 125 127 155
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250	1493 1998 1998 1998 1998 1998 2498 2498 2498 2997 1296 1854 1998 1335 (tucked)	09 09 112 ▲ 98 98 98 107 008 117 36 93 1000 117 97 ercluborg)	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 69-72 68-72 72-78 73-76 72-76 63-66 66-70	11,500 13,000 7000 3950 6500 5650 3350 5750 2850 5500 4750 3250 4200 4000 5800 5700	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000 1900	2000 1000 600 1000 850 525 950 950 500 900 750 550 750 700 1000	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159	94 774 777 888 994 833 839 999 \$\int \text{1005} \text{1006} \text{1006} \text{1076} \text{208} \te	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96 95-97	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 3750 10,000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250 7250	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319	95 96 108 105 111 115 106 109 111 112 123 125 127 155
GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim TUCKER Torpedo	66-68 68-70 70-74 63-69 69-77 68-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250	1493 1998 1998 1998 1998 1998 2498 2498 2997 1296 1296 1854 1998 1335 (tucked) 5474	009 009 112 ▲ 98 98 98 107 108 117 136 100 117 117 197 117 197 197 198 198 198 198 198 198 198 198	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB Viva Brabham HB Viva HB GT Viva HC	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 69-72 68-72 72-78 73-76 63-66 66-70 67-68 68-70 70-79	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 2850 5750 4200 4000 5800 5700 6250 6750	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850 4500 5000 3000	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 2000 1900 2250 2500 1500	2000 1000 600 1000 850 525 950 950 500 900 750 550 700 1000 900 1250 1300 700	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159 1159 1975 1256	94 77 77 88 89 94 83 89 99 \$ \$ 95 90 100 1004 1006 76 82 99 101 83	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 90-96 95-97	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 3750 10,000 W10,000 8500 90 000	6500 7500 8000 15,500 19,000 3400 2500 6750 3250 1400 1850 2600 2250 7250 (olseley Re 6250 5750	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000 gister (0161 2850 2750 3000	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000 368 2388, V 1450 1400 1500	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319 wolseley 2215 1489 2639	88 95 96 108 105 111 115 106 109 111 112 123 125 127 155 World.co 81 78 96
GT6 MkI GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim TUCKER Torpedo TURNER 803/950 Sports Climax	66-68 68-70 70-74 63-69 69-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84 48 55-59 58-66	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000 1.2m	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250 Turner Reg 2000 5000	1493 1998 1998 1998 1998 2498 2498 2997 1296 1854 1998 1335 (tucker 0 5474 2988 1098 1098 1098 1098 1098 1098 1098 1	09 09 09 112 ▲ 98 98 98 107 108 117 36 93 100 117 97 117 97 117 97 97 99 99 99 99 99 99 99 99 99 99 99	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB Viva Brabham HB Viva HC Firenza/Magnum	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 67-72 68-72 72-78 73-76 63-66 66-70 67-68 68-70 70-79 72-78	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 4750 3250 4200 4000 5800 5700 6250 6750 5000	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850 4500 5000 3000 4250	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000 1900 2250 2500 1500	2000 1000 600 1000 850 525 950 950 500 900 750 550 700 1000 900 1250 1300 700 1100	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159 1159 1975 1256 VAR	94 774 777 888 994 833 889 999 \$\int \text{90} \text{1006} \text{1006} \text{1006} \text{1001}	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R WOLSELEY 6/80 4/44 & 15/50 6/90 SI-III 1500	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96 95-97 48-55 52-58 54-59 57-65	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 3750 10,000 8500 90 000 6500	6500 7500 8000 15,500 19,000 3400 2500 6750 3250 1400 1850 2600 2250 7250 (olseley Re 6250 5750 4250	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000 gister (0161 2850 2750 3000 2200	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000 368 2388, V 1450 1400 1500 1000	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319 wolseley 2215 1489 2639 1489	88 95 96 108 105 111 115 106 109 111 112 123 125 127 155 World.co 81 78 96 77
GT6 MkI GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim TUCKER Torpedo TURNER 803/950 Sports	66-68 68-70 70-74 63-69 69-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84 48	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250	1493 1998 1998 1998 1998 1998 2498 2498 2997 1296 1296 1854 1998 1335 (tucked) 5474	09 09 09 112 ▲ 98 98 98 107 108 117 36 93 100 117 97 117 97 117 97 97 99 99 99 99 99 99 99 99 99 99 99	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB Viva Brabham HB Viva HB GT Viva HC Firenza/Magnum Firenza Droopsnoot	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 69-72 68-72 72-78 73-76 63-66 66-70 67-68 68-70 70-79 72-78 74-75	11,500 13,000 7000 3950 6500 5650 3350 5750 5500 4750 3250 4200 4000 5800 5700 6250 6750 5000 6000	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850 4500 5000 3000 4250 12,500	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000 1900 2250 2500 1500 2200 6500	2000 1000 600 1000 850 525 950 950 500 900 750 550 700 1000 900 1250 1300 700 1100 3750	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159 1159 1975 1256 VAR 2279	94 77 77 888 994 833 889 999 \$\int \text{100} \text{100} \text{100} \text{100} \text{100} \text{100} \text{100} \text{100} \text{101} \text{133} \text{100} \text{101} \text{133} \text{100} \text{101} \text{133} \text{100} \text{119}	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R WOLSELEY 6/80 4/44 & 15/50 6/90 SI-III 1500 15/60, 16/60	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96 95-97 48-55 52-58 54-59 57-65 59-71	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 3750 10,000 8500 90 000 6500 7000	6500 7500 8000 15,500 19,000 3400 2500 6750 3250 1400 1850 2600 2250 7250 (olseley Ref 6250 5750 5750 4250 4750	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000 2850 2750 3000 2200 2250	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000 1450 1400 1500 1000 1050	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2319 wolseley 2215 1489 2639 1489 1622	88 95 96 108 105 111 115 106 109 111 112 123 125 127 155 world.co 81 78 96 77 78
GT6 MkI GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim TUCKER Torpedo TURNER 803/950 Sports Climax Mark I/II/III	66-68 68-70 70-74 63-69 69-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84 48 55-59 58-66	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000 1.2m	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250 Turner Res 2000 5000 3500	1493 1998 1998 1998 1998 1998 2498 2498 2997 1296 1296 1854 1998 1335 (tucked) 0 5474 2917 1498 1498	009 009 112 ▲ 98 98 98 107 008 117 36 93 1000 117 97 200 05 256799) 00 002	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB Viva Brabham HB Viva HB GT Viva HC Firenza/Magnum Firenza Droopsnoot Chevette 2300HS	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 69-72 68-72 72-78 73-76 63-66 66-70 67-68 68-70 70-79 72-78 74-75 78-80	11,500 13,000 7000 3950 6500 5650 3350 5750 2850 4750 3250 4200 4000 5800 5700 6250 6750 5000 6000 16,500	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850 4500 5000 3000 4250 12,500 12,000	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000 1900 2250 2500 1500 2200 6500 8000	2000 1000 600 1000 850 525 950 950 500 900 750 550 700 1000 900 1250 1300 700 1100 3750 5000	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159 1975 1256 VAR 2279 2279	94 774 777 888 994 833 899 999 ▲ 995 900 1004 1006 76 882 990 1001 833 1000 1119	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R WOLSELEY 6/80 4/44 & 15/50 6/90 SI-III 1500 15/60, 16/60 6/99, 6/110 SI/II	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96 95-97 48-55 52-58 54-59 57-65 59-71 59-68	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 3750 10,000 8500 90 000 6500 7000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250 7250 Colseley Ref 6250 5750 4250 44750 7500	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000 2850 2750 3000 2200 2250 3250	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000 1450 1400 1500 1000 1050 1400	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319 wolseley 2215 1489 2639 1489 1622 2912	95 96 108 105 111 115 106 109 111 112 123 125 127 155 World.co 81 78 96 77 78 98
GT6 MkI GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim TUCKER Torpedo TURNER 803/950 Sports Climax Mark I/II/III	66-68 68-70 70-74 63-69 69-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84 48 55-59 58-66 59-66	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650 1.4m	5000 12,000 11,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000 1.2m 9000 15,000	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250 Turner Reg 2000 5000 3500	1493 1998 1998 1998 1998 1998 2498 2498 2498 2997 1296 1854 1998 1335 (tucks 0 5474 1998 1498 1098 1498	009 009 112 ▲ 98 98 98 107 108 117 36 33 1000 117 97 20 95 256799) 90 102 100	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB Viva Brabham HB Viva HB GT Viva HC Firenza/Magnum Firenza Droopsnoot Chevette 2300HS Chevette HSR	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 69-72 68-72 72-78 73-76 63-66 66-70 67-68 68-70 70-79 72-78 74-75 78-80 79-80	11,500 13,000 7000 3950 6500 5650 3350 5750 2850 5500 4750 3250 4200 4000 5800 5700 6250 6750 5000 6000 16,500 20,500	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850 4500 5000 3000 4250 12,500 16,500	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000 1900 2250 2500 1500 2200 6500 8000 11,000	2000 1000 600 1000 850 525 950 950 500 900 750 550 700 1000 900 1250 1300 700 1100 3750 5000 7000	2651 1507 1594 1507 2651 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159 1159 1975 1256 VAR 2279 2279	94 774 777 888 994 833 899 999 ▲ 995 998 1005 1000 1004 1006 76 882 990 1001 883 1000 1119 1117	121/122 4dr sal 1225 B18 4dr sal 123GT 2dr sal 123GT 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R WOLSELEY 6/80 4/44 & 15/50 6/90 SI-III 1500 15/60, 16/60 6/99, 6/110 SI/II Hornet SI-III	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96 95-97 48-55 52-58 54-59 57-65 59-71 59-68 61-69	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 10,000 W 10,000 8500 90 000 6500 7000 10,500	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250 7250 Colseley Ref 6250 5750 4250 44750 7500 5000	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000 2850 2750 3000 2200 2250 3250 2400	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000 1450 1400 1500 1000 1150 1150	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319 wolseley 2215 1489 2639 1489 1622 2912	88 95 96 108 105 111 115 106 109 111 112 123 125 127 155 World.co 81 78 96 77 78 98 77
GT6 MkI GT6 MkII GT6 MkIII 2000 MkI 2000/2500 MkII 2.5PI/2500TC 2500S Stag 1300/1500 fwd 1300TC fwd Dolomite 1850 Dolomite Sprint Acclaim TUCKER Torpedo TURNER 803/950 Sports Climax Mark I/II/III	66-68 68-70 70-74 63-69 69-77 75-77 70-77 65-73 65-70 72-81 73-81 81-84 48 55-59 58-66	7500 19,000 17,500 16,000 6750 6000 6750 7250 17,500 3500 4000 4750 9750 1650	5000 12,000 11,000 10,000 4650 4000 4850 5500 13,000 2400 2750 3000 6850 1000 1.2m	2200 6000 5000 4750 2250 1750 2500 2750 5500 1200 1300 1400 3000 500	900 3000 2500 2250 1100 900 1200 1400 2000 575 650 650 1400 250 Turner Reg 2000 5000 3500 TVR Car 10,000	1493 1998 1998 1998 1998 1998 2498 2498 2997 1296 1296 1854 1998 1335 (tucked) 0 5474 2917 1498 1498	09 09 112 ▲ 98 98 98 107 108 117 136 133 100 117 197 20 20 20 20 20 20 20 20 20 20	Cresta E Velox/Cresta PA Victor F Victor FB VX4/90 FB Velox/Cresta PB Victor 101 FC VX4/90 FC Cresta PC/Viscount Victor FD 1.6/2.0 VX4/90 FD Ventora FD Victor FE 1.8/2.3 VX4/90 FE Ventora FE Viva HA Viva HB Viva Brabham HB Viva HB GT Viva HC Firenza/Magnum Firenza Droopsnoot Chevette 2300HS	54-57 57-62 57-61 61-64 61-64 62-65 64-67 65-72 69-72 68-72 72-78 73-76 63-66 66-70 67-68 68-70 70-79 72-78 74-75 78-80	11,500 13,000 7000 3950 6500 5650 3350 5750 2850 4750 3250 4200 4000 5800 5700 6250 6750 5000 6000 16,500	8000 9500 4750 2750 4250 3750 2250 3750 3850 1950 3500 3100 2000 2750 2400 4000 3850 4500 5000 3000 4250 12,500 12,000	4500 2250 1250 2000 1750 1050 1850 1950 950 1750 1500 975 1350 1200 2000 1900 2250 2500 1500 2200 6500 8000	2000 1000 600 1000 850 525 950 950 500 900 750 550 700 1000 900 1250 1300 700 1100 3750 5000	2651 1507 1594 1507 2651 1594 1594 3293 1975 1975 3294 2279 2279 3294 1057 1159 1975 1256 VAR 2279 2279	94 774 777 888 994 833 839 999 \$\instylesize{\text{N}}\$ 998 1005 1000 1014 1006 776 882 990 1011 333 1000 1119 1117 1125 1110	121/122 4dr sal 1225 B18 4dr sal 131/132 2dr sal 123GT 2dr sal P1800 P1800ES 144/164 sal/est 244/264 sal/est 262C coupé 240 sal/est 480 480 Turbo 740/760 Turbo 940 Turbo sal/est T-5R/850R WOLSELEY 6/80 4/44 & 15/50 6/90 SI-III 1500 15/60, 16/60 6/99, 6/110 SI/II	55-67 62-67 61-70 67-68 61-72 71-73 67-74 74-79 78-81 79-93 85-95 88-95 86-92 90-96 95-97 48-55 52-58 54-59 57-65 59-71 59-68	10,250 11,250 11,500 23,000 28,000 23,500 5000 3500 10,000 2000 2750 3850 3750 10,000 8500 90 000 6500 7000	6500 7500 8000 15,500 19,000 16,000 3400 2500 6750 3250 1400 1850 2600 2250 7250 Colseley Ref 6250 5750 4250 44750 7500	2250 2500 3000 7500 9500 8000 1600 1000 3500 1600 750 900 1250 1200 4000 2850 2750 3000 2200 2250 3250	800 850 1100 3500 4000 3750 850 500 1350 700 400 500 650 500 2000 1450 1400 1500 1000 1050 1400	1583 1778 1778 1778 1778 1986 2979 2127 2849 2316 1721 1721 2316 2316 2319 wolseley 2215 1489 2639 1489 1622 2912	95 96 108 105 111 115 106 109 111 112 123 125 127 155 world.co 81 78 96 77 78 98 77 84

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